NOVEMBER 18, 1961. VOL. CCXLVII. No. 3207. TWO SHILLINGS AND SIXPENCE

THE SPHERE

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Union-Castle's newest mailship, the 33,500 ton 'Transvaal Castle' starts her maiden voyage on the 18th January on the Sunshine Route to South Africa. Southampton will wave good-bye to this resplendent young giantess wearing the very latest in seven-league sea-boots. Floating hotel? Yes. There are no 'class' barriers in the 'Transvaal Castle'. *Every* passenger has the freedom of her broad decks, her sun-soaked swimming pool, her big cinema, her Dining Room, lounges, bars and playrooms.

The cost of your ticket will depend simply on your cabin accommodation: from a berth in a shared cabin to a suite, with bedroom, sitting room and bathroom*. The good service, the superb meals, the games, the dances, the entertainments, the hot sun and romantic moon—these are for everybody. Lucky everybody! We can convince *you* if you're wavering. Write for our brochure about our proud new mailship.

**On the maiden voyage, there are still double rooms with showers available, at £150 per passenger to Cape Town.*

***the going's good by* UNION-CASTLE**

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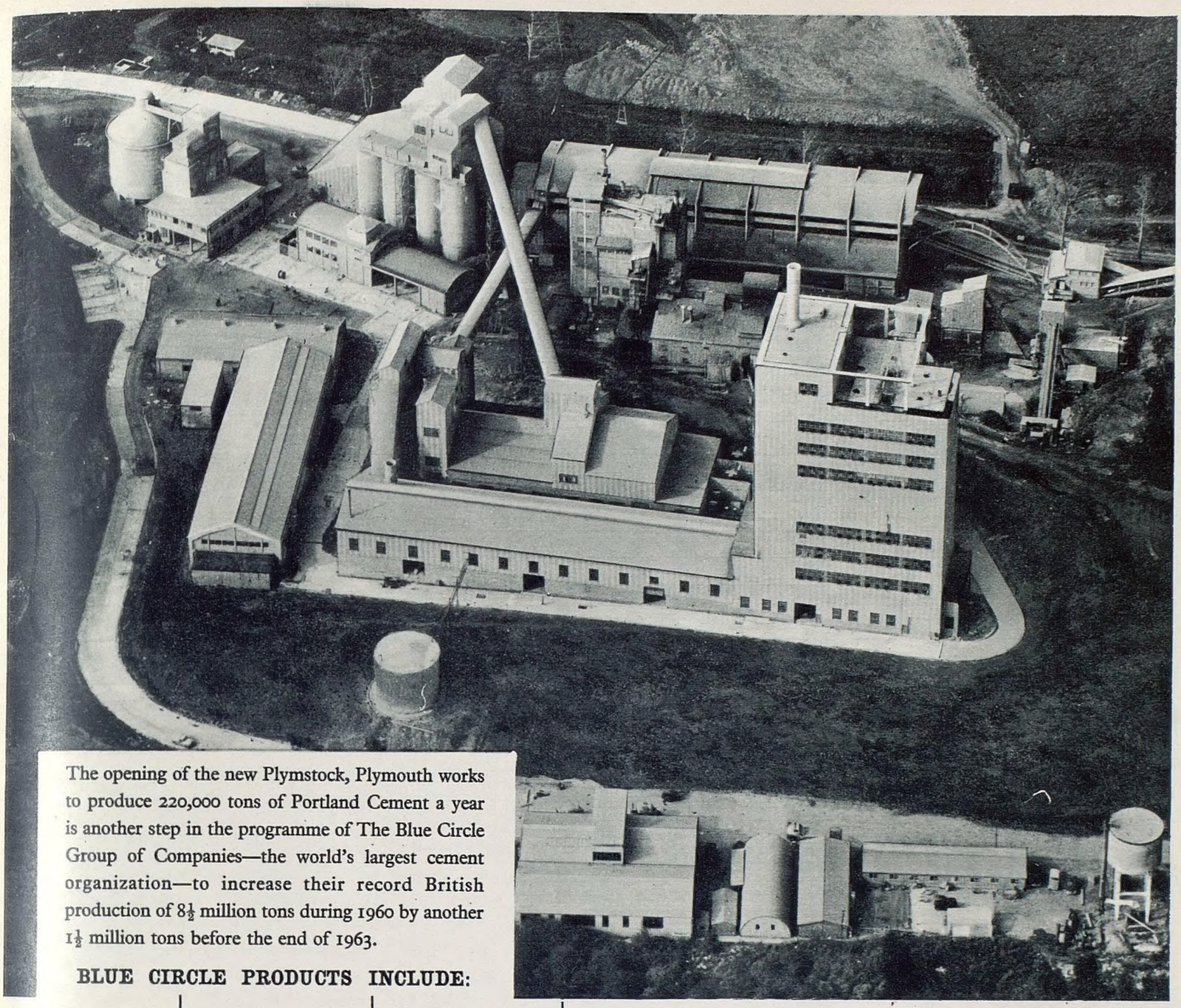

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La Tolteca Compania de Cemento Portland, S.A., Mexico.
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Ocean Cement & Supplies Ltd., Canada (British Columbia Cement Co. Ltd.).
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WAREHOUSE FOR WOLSEY

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Right up-to-date in conception and purpose, the warehouse gives a clear internal span of 100 ft., and the roof is clad with aluminium sheets 43 ft. in length, the longest yet made in Britain. There's a maple floor for dustproof cleanliness, hydraulically operated auto-ramps in the loading bays and lighting of special intensity.

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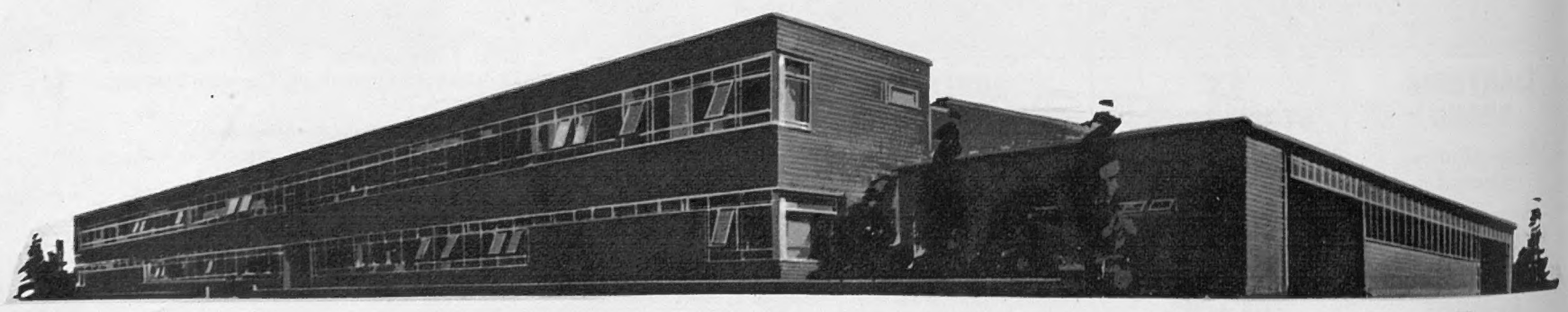

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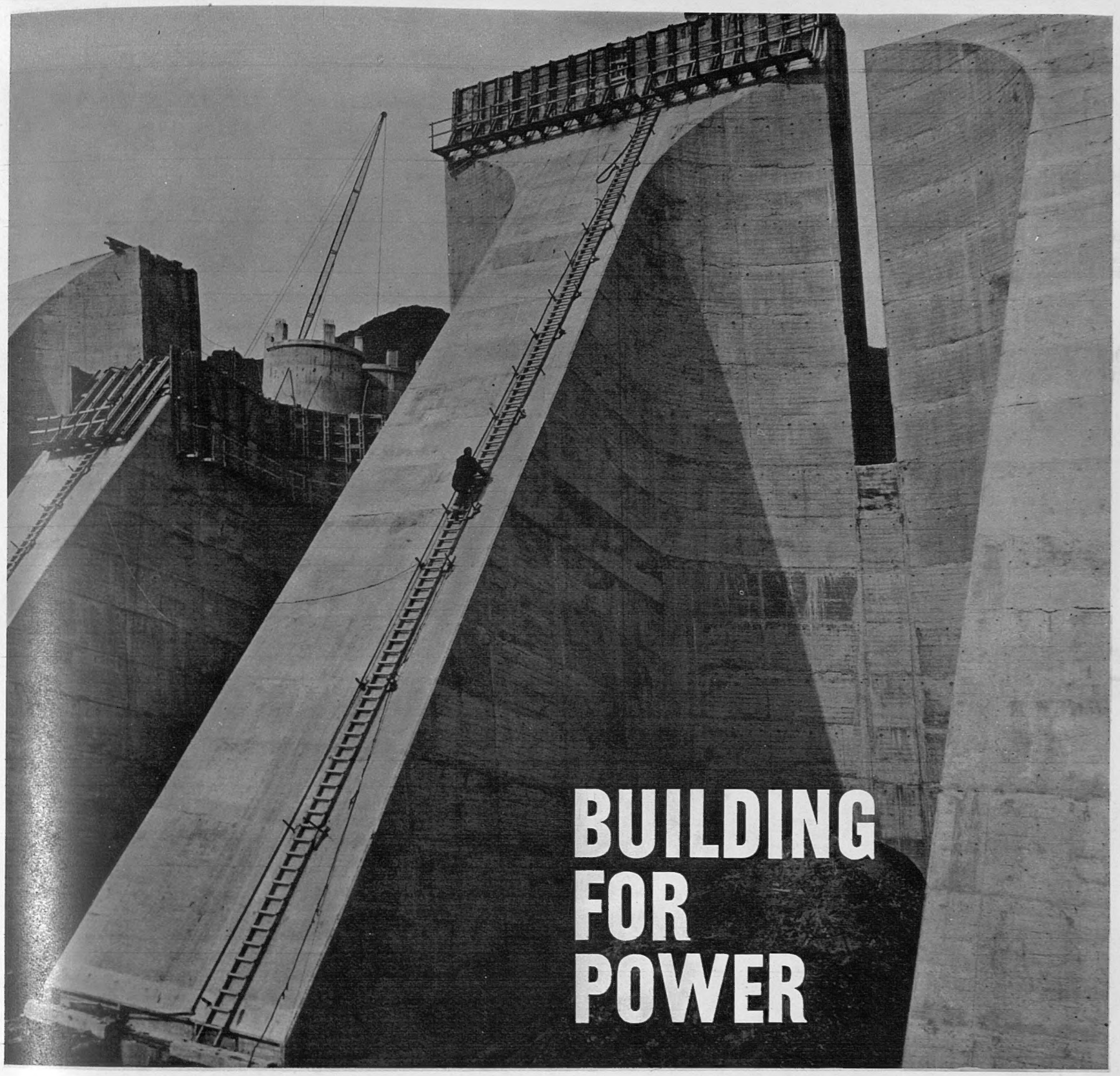

Construction by Cementation
Stwlan Dam: mass concrete gravity dam about 1,000 feet long and rising to 100 feet above foundations with 120 ft high twin intake towers constructed by 'sliding shutter' methods.
Pressure tunnels: four tunnels each 3,800 feet long comprising (a) 2,000 feet of 10 ft 8 in. internal diameter with concrete lining 12 in. thick; (b) 1,800 feet (downstream) of welded steel linings 9 ft 5 in. internal diameter surrounded with 17 in. of concrete.

Client: Central Electricity Generating Board
Chief Design and Construction Engineer:
C. W. Priest, B.Sc.(Eng.), A.M.I.Mech.E., M.I.E.E.
Chief Project Engineer: W. H. C. Pilling, B.A.(Hons.), M.I.E.E.
Main Consultants: Freeman, Fox & Partners, London, S.W.1
Associated Consultants (Civil Works): James Williamson & Partners

The Cementation Company Limited, Civil Engineering Division
Bentley Works, Doncaster. Head Office: 20 Albert Embankment, London S.E.1
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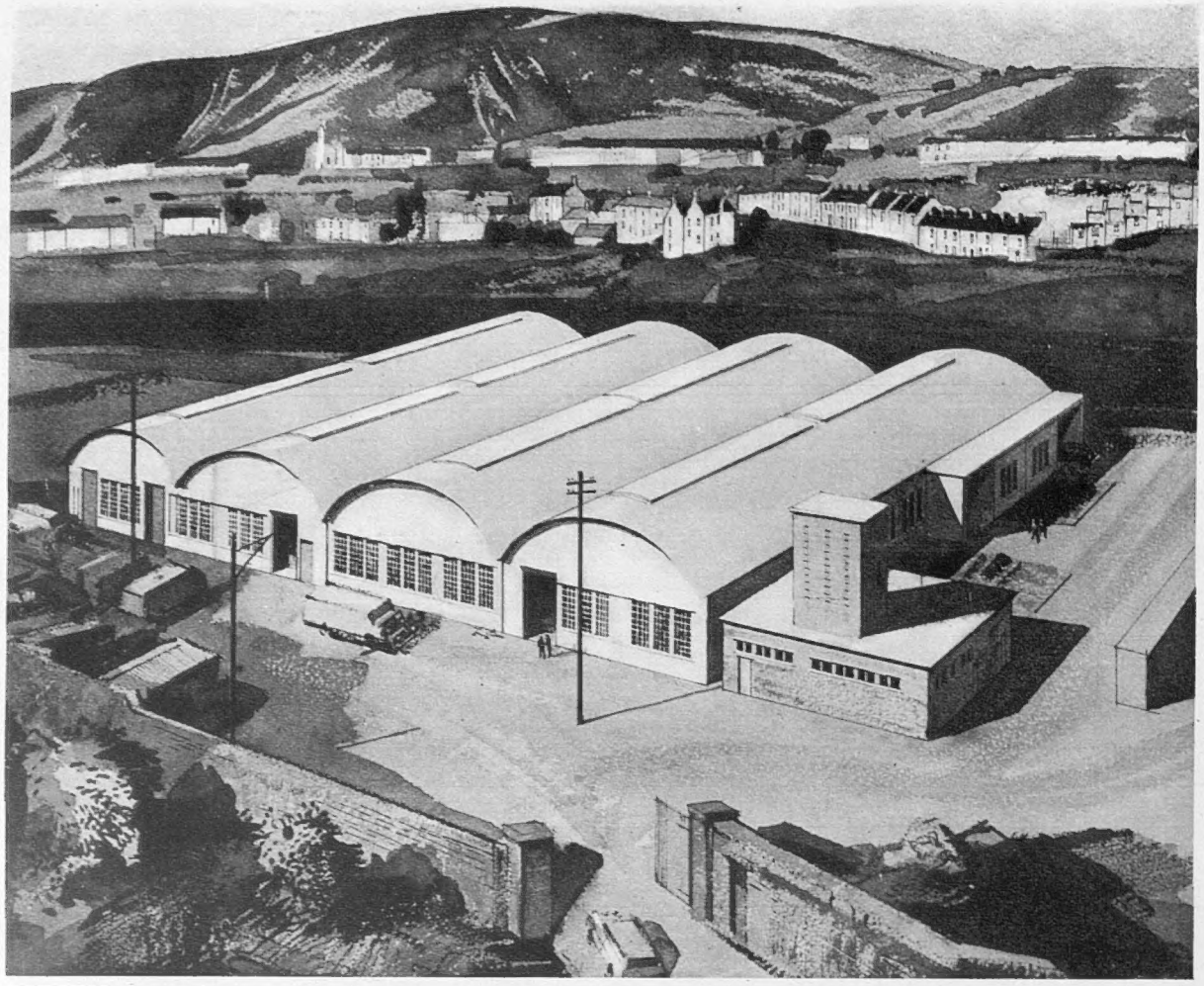
Massive Stwlan Dam—part of the world's largest pumped storage power project—now being constructed by The Cementation Company at Blaenau Ffestiniog, Snowdonia. In this picture can be seen (upper left) the top of one of the twin intake towers in the upper reservoir from which water will descend 640 feet down vertical twin pressure shafts, bifurcate into four pressure tunnels and then surge on through penstocks to the power station. In 'off peak' periods water will be pumped back to the upper reservoir where Stwlan Dam will provide for a storage capacity of 60 million cubic feet; maximum rise and fall will be about 65 feet. Generating capacity will be 300 MW.

Cementation



CENTRAL GARAGE SWANSEA

CLIENT:
County Borough of Swansea

ENGINEER :
R. D. Moody A.M.I.C.E., M.I.Mun.E.

CONTRACTORS :
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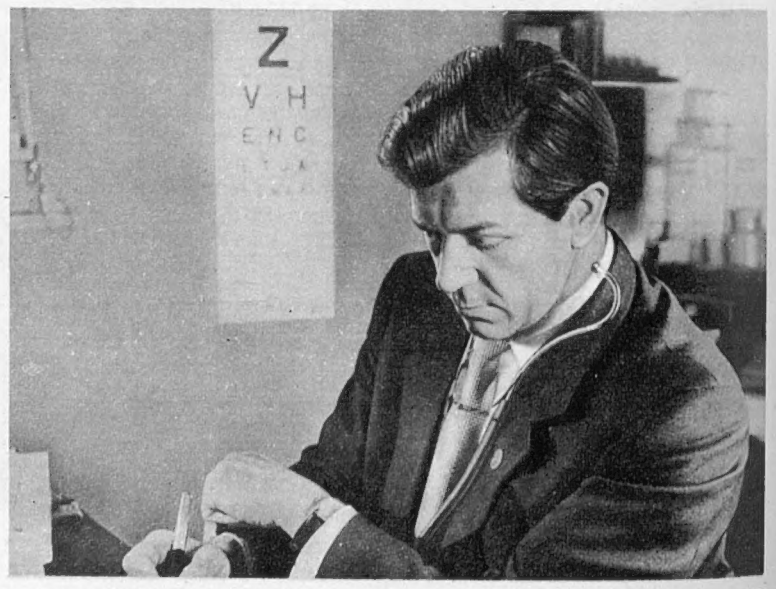

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8 There are ..... rooms in all including ..... bedrooms
9 We are a family of ..... adults and ..... children

NAME (BLOCK LETTERS PLEASE) .....

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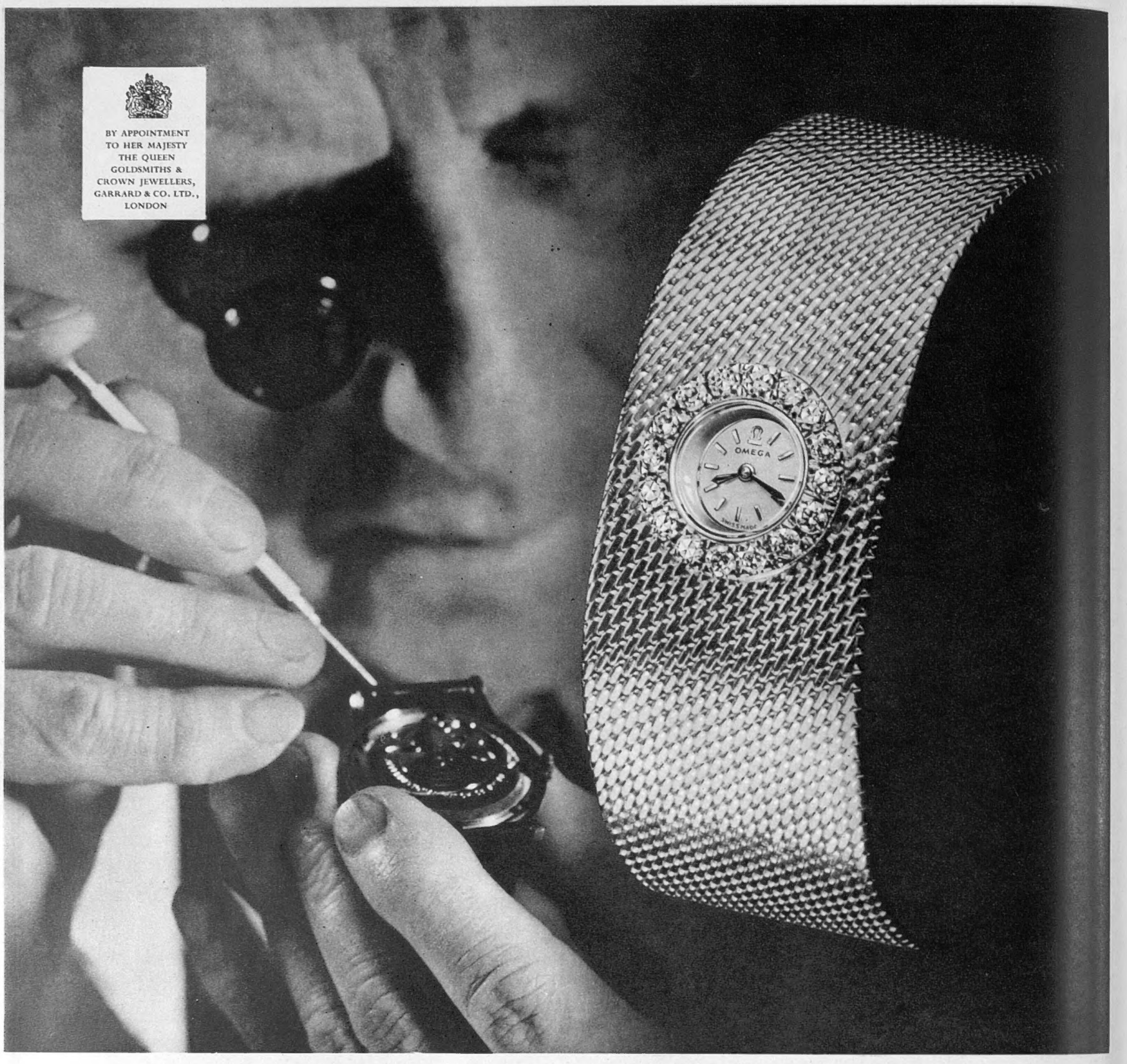

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Volume CCXLVII No. 3207

THE SPHERE

LONDON, November 18, 1961

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With which are incorporated *The Graphic* and *Black & White*

THE ROYAL VISIT TO GHANA

At London Airport, six-year-old Pearl Acquaye, the daughter of a Ghanaian student, curtseys after presenting a bouquet to the Queen. Several hundred Ghanaians were among the crowd to see the Queen and the Duke of Edinburgh leave for Ghana last week. Fog held up their departure for more than an hour. On the advice of Mr. Sandys, the Commonwealth Secretary, following his advance visit to Ghana, three extra security guards accompanied the Queen. In contrast to foggy London, there was a brilliant and vivid scene of sunshine at Accra Airport as President Nkrumah greeted the Queen and Prince Philip. Cheering and singing crowds estimated at over 300,000 lined the route from the airport through the capital to Christianborg Castle. At the airport, the Queen said that she hoped her visit would "help to show the world that Ghana attaches importance and value to her membership of the Commonwealth." She and the Prince Philip remain in Ghana until November 20, when they go on to Liberia, Sierre Leone and Gambia. (See also pp. 260 and 261.)

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 5½d.

NEWS SUMMARY

A new plan for Berlin? Communists defeated in the E.T.U.; famine in East Africa; the coup in Ecuador

INTERNATIONAL

Early this week mystery surrounded reports from **Moscow** regarding a new Soviet initiative over Berlin. The reports stated that Russia would be prepared to reach agreement with the other three Occupying Powers guaranteeing the independent status of West Berlin and freedom of access to and from it. In a Soviet-East German treaty the East Germans would undertake to respect this guarantee. In return Russia would expect some form of recognition by the West of East Germany as a Sovereign Power. Some foreign correspondents in Moscow believed this information had been deliberately "leaked" by Mr. Gromyko, the Russian Foreign Minister, at a Kremlin reception. Another version was that it had emanated from a talk between Mr. Khrushchev and Herr Kroll, the West German Ambassador. For the West main interest in the reports, if there was any substance in them, was that they indicated Russia was ready to negotiate a new statute on Berlin before signing a peace treaty with East Germany.

Mr. Molotov returned to Moscow on Sunday from **Vienna,** where he had been Russia's Permanent Delegate to the International Atomic Energy Agency. It was reported that he and others of the so-called "anti-Party" group had been expelled by their local organisation from the Soviet Communist Party but had appealed against their decision.

"De-Stalinisation" continued in Russia and its satellite countries. In several cities statues of the former Soviet dictator were removed. Towns and streets named after him were given new names. However, in **Rome** the Central Committee of the Italian Communist Party expressed great resentment over the manner in which the denunciations of Stalin had been forced on the recent Communist Congress in Moscow. No advance information of Mr. Khrushchev's intentions had been given to the foreign Communist parties attending the Congress. In **Tirana,** General Enver Hoxha, the Albanian Communist leader, attacked Mr. Khrushchev and the Russian Communists for their criticism of Stalin.

GREAT BRITAIN

The ten-year Communist domination of the Electrical Trades Union was ended with the election of anti-Communists to nine of the eleven seats on the Union's executive. The new members take office on January 1, 1962. About three-fifths of the votes cast were anti-Communist; it was estimated that the poll totalled about 25 per cent. of members. Mr. Foulkes, the Communist President of the E.T.U., after announcing the results, said the Labour Party would probably re-admit the E.T.U., but the T.U.C. might not allow them to reaffiliate unless he resigned, which he was not prepared to do. (Mr. Foulkes, in the ordinary course of events, is not due to retire, before March 1964.)

In last week's three by-elections—at **Moss Side, East Fife** and **Oswestry,** all held by the Conservatives—the Liberals beat the Labour Party into third place in two of them and nearly did so in the third. Liberals gained over a quarter of the votes cast. They were not contesting the by-election in the **Bridgetown** division of Glasgow on November 16. In the last election Labour had a large majority.

Last Sunday, for the first time in eighty years, it was possible to buy a drink in a public house in Wales on the Sabbath. As a result of a poll, Wales became partly "wet" and partly "dry" on Sundays. Licensed premises in all four county boroughs—Swansea, Newport, Cardiff and Merthyr—and five of the thirteen counties were open. There was a good deal of travelling to and fro last Sunday from dry to wet areas.

But for the present, Scottish public houses without restaurant facilities, will not open on Sundays.

Trouble broke out on Remembrance Day on the border between Northern Ireland and Eire. A Northern Ireland constable was killed and three colleagues wounded in an ambush at **Jonesborough,** County Armagh. The attackers then fled over the border.

In a violent gale at the beginning of this week, the East Goodwin lightship went adrift from her position east of **Deal,** Kent. She was forced to lower her emergency anchor.

During the riots in Guayaquil, Ecuador, rock-throwing youths take cover during battles with the police

FRANCE

As General de Gaulle returned to **Paris** at the weekend from his tour of Corsica and Provence, criticism of the treatment of Algerians detained during last month's demonstrations in Paris continued to mount, and was coupled with allegations of brutality against members of the Right-wing OAS. There were angry scenes in the National Assembly. On Sunday night the Algerian rebel Government announced that it could not negotiate with the French Government until Mr. Ben Bella and his four companions were released. These five prominent Algerian Nationalist prisoners were on a hunger-strike, as were many Muslims detained in France, in protest against their treatment. On Saturday of last week the French Embassy in **Rabat,** Morocco, had been damaged by a mob shouting "Free Ben Bella!"

AFRICA

Civil war continued to threaten in Congo. The British Ambassador visited Mr. Tshombe, President of Katanga, in **Elisabethville** at the weekend and was said to have urged him to negotiate immediately with the Central Government. Meanwhile, the control of the northern part of Katanga appeared to have passed without fighting to the Balubakat opposition party. Mr. Tshombe's gendarmes at **Albertville** were reported to have "disappeared." On the eve of the meeting of the Security Council of the U.N., in New York, on Monday, to discuss the Congo problem, Mr. Adoula, the Prime Minister of the Congolese Central Government, appealed to the Council to end the secession of Katanga.

It was announced in **London** last week that Mr. Maudling, the Colonial Secretary, is to visit Kenya at the end of the month. In Whitehall he had met a delegation from the Kenya African National Union.

In **Nairobi,** politics took second place in the news to the famine threat to vast areas of Kenya. A drought for the second year running, followed by heavy flooding, has caused widespread famine, and about 500,000 people are estimated to be in urgent need of relief. Reports from **Dar-es-Salaam** indicate the famine to be equally serious in Tanganyika.

LATIN AMERICA

A Left-wing President, Dr. Carlos Arosemena, came into power in Ecuador last week after weeks of turmoil in the country. Formerly Vice-President, he succeeded Dr. Velasco Ibarro after a show of strength by the Ecuador Air Force. Jet fighters made a sortie over **Quito,** the capital, with guns blazing. Opposition to Dr. Ibarro's economic policy had spread throughout the Army, the Air Force and the students in the big cities. At forty-two, Dr. Arosemena is Ecuador's youngest-ever President.

In Argentina, Dr. Frondizi successfully survived a test of strength when a three-day general strike was called for by the General Confederation of Labour. Only **Buenos Aires** was seriously affected. The strike was over Dr. Frondizi's plans to reorganise the railways.

PORTUGAL

All was reported quiet on polling day (last Sunday) in Portugal. Since the elections for the National Assembly were uncontested, chief interest centred on what the size of the poll would be.

THE NEWS IN PICTURES

AT THE CENOTAPH IN LONDON ON REMEMBRANCE DAY

The Duke of Kent steps forward to lay his wreath at the foot of the Cenotaph. Before this the Duke of Gloucester had laid a wreath on behalf of the Queen. On a balcony in the Home Office are Queen Elizabeth the Queen Mother and other members of the Royal family. Below them in the front line facing the Cenotaph are Mr. Macmillan, Lord Attlee, members of the Government and Opposition leaders waiting to lay their wreaths. The Remembrance Day service this year was conducted for the first time by Dr. Stopford, the new Bishop of London

SIR FREDERICK HOARE

AN R.A.F. PLANE IN THE LORD MAYOR'S SHOW

Below left: The new Lord Mayor of London, Sir Frederick Hoare, waves from the golden coach as the procession starts for the Lord Mayor's Show in the City of London. **Below right:** An English Electric Lightning interceptor is driven on a float past Mansion House. The theme of the Show was the R.A.F., in honour of the twenty-first anniversary of the Battle of Britain. As has happened for the two previous years, rain fell steadily throughout the Show, but the weather did not damp the enthusiasm of the spectators. When the Lord Mayor reached Fleet Street on his way to the Law Courts to be sworn in, he leant out of his coach to give a special greeting to the staff of the bank of C. Hoare and Co. of which he is a managing partner

Below left: Princess Alexandra uses chopsticks at a Chinese dinner given in her honour by the Chinese Community in Hong Kong. **Below:** The Princess talks to teachers and some schoolchildren in one of the Government Primary Schools on the So Uk Housing Estate. During her twelve-day visit to the Colony, the Princess's programme included receiving an honorary degree from Hong Kong University and attending a Remembrance Day service

PRINCESS ALEXANDRA ATTENDS A CHINESE DINNER AND TALKS TO TEACHERS DURING HER VISIT TO HONG KONG

CLEARING UP THE WRECKAGE CAUSED BY THE WORST STORM TO HAVE STRUCK ATHENS IN LIVING MEMORY

Athenians clear up the mud and debris in their home after a violent storm hit the Greek capital. **Above right:** A frying-pan still hangs on the wall of a house which collapsed during the gale-force winds and torrential rain. About forty people were killed and several thousand made homeless in the poorer suburbs of Athens in last week's storm. In some areas flood-water reached a depth of 7 ft.

FIRE STORMS IN HOLLYWOOD

A BLAZING MANSION COLLAPSES

Smoke and flames from a "fire storm" threaten mansions on a hillside in the fashionable Hollywood Hills area of West Los Angeles. It was part of a widespread fire which ravaged the whole district last week. **Far right:** Another mansion collapses in flames in the fire which burnt over 250 homes and 5,750 acres of brush before it was controlled. Among those whose homes were destroyed were Zsa Zsa Gabor and Burt Lancaster. Fire storms occur when flames become so hot that they generate their own winds

Mrs. Lyndon Johnson, wife of the U.S. Vice-President, inspects a dosimeter, a device registering the amount of radiation in the air. She was visiting a family fall-out shelter in the basement of the home of Mr. J. R. Brown (centre) at Damascus, Maryland

FALL-OUT SHELTER IN THE U.S.

Far right: A Tibetan woman scrubs a rug by the side of a mountain stream at Unterwasser, in Switzerland, in the same way as she did in her native land before she was forced to flee during the Communist Chinese occupation of Tibet. She is a member of a party of Tibetan refugees settled at Unterwasser under a scheme which was organised by the Swiss Red Cross and the Swiss Association for Homes for Tibetans

A TIBETAN IN SWITZERLAND

THE NEWS IN PICTURES

ON PARADE IN MOSCOW FOR THE FORTY-FOURTH ANNIVERSARY OF THE RUSSIAN REVOLUTION

Soviet infantry march to Red Square in the Russian capital for the annual parade to mark the anniversary of the October Revolution of 1917. In the missile section a 50-ft. rocket in a launching pipe 10 ft. in diameter was shown to the public for the first time. As is customary, Mr. Khrushchev and other Soviet leaders were on the roof of the Lenin Mausoleum, from which the body of Stalin was recently removed. Marshal Voroshilov, the former President of the Soviet Union, was turned away when he tried to reach the roof. He was one of those named for anti-Party activity at the Russian Communist Congress last month. At the Kremlin reception in the evening Mr. Khrushchev gave the toast of "peace and friendship," and declared that the Soviet Union's resumption of nuclear testing was a "forced measure"

OPENING OF BRITAIN'S NEGOTIATIONS TO JOIN THE COMMON MARKET

Below right: Mr. Heath, the Lord Privy Seal, chats with members of the British delegation at the opening in Brussels of the British negotiations for entry into the Common Market. According to a British spokesman, the first exploratory meeting was a "tremendously businesslike session in which we felt very much at home." The major question was seen as the problems posed for the Commonwealth by Britain's entry

MAYOR OF NEW YORK AGAIN

Far right: The Mayor of New York, Mr. Robert Wagner, with his wife, raises his arms in victory at his campaign headquarters after hearing that he had been re-elected Mayor. He is only the second Mayor of New York in 400 years to be elected for a third four-year term. Running as a Reform Democrat, Mr. Wagner defeated not only his Republican opponent but also a Democrat, supported by Tammany Hall, the long entrenched Democrat Party machine

MR. TSHOMBE ARRIVES AT ELISABETHVILLE

Mr. Tshombe, the President of Katanga, centre, arrives at Elisabethville from Geneva, and is met at the airport by two of his ministers Mr. Kimba (hatless), and Mr. Kibwe. While he was away an attack by the Congolese Central Government on Katanga was repulsed with heavy losses reported. After this defeat a tense situation was created in Luluabourg when returning troops temporarily became out of control. The Central Government sent a commission to inquire into the disturbances. Mr. Tshombe called for an international inquiry, and at the same time Belgium stopped her payments to the U.N. operation in Congo "until the position was clarified." **Far right:** At the Kamina airstrip in Katanga, a man alleged to be a deserter from the Katanga Army receives a blow from a rifle wielded by a former comrade-in-arms

THE FATE OF A DESERTER

The Queen with President Nkrumah at Accra Airport. **Right:** The Duke of Edinburgh acknowledges the enthusiasm of the crowds as he and the Queen leave their aircraft

GHANA VISIT

Her Majesty walks along a path strewn with rose petals to visit the Y.W.C.A. headquarters

At a day nursery in the capital, two-year-old Sissy Lamtey presents her bouquet

Ghana's famed market mammies wave as the Queen walks past their stalls in Makola market in Accra

With Dr. Nkrumah, the Queen is at a garden party at Christiansborg Castle

The Queen is driven through Black Star Square. Background is the huge Liberty Arch

JOHN CONNELL

STRATEGIC SECOND THOUGHTS

The late John Foster Dulles was not, in my view, the most enlightened or the most capable Secretary of State that America has produced; but he had one gift that is usually of service to politicians: he could coin a memorable phrase. One such was " agonising re-appraisal," which has been quoted, appropriately or inappropriately, as much as Mr. Macmillan's " wind of change." Its especial merit is that you can take it out of its original context and give it any number of new applications, general or particular.

At present an agonising re-appraisal is being conducted of Britain's defence strategy—agonising because the Sandys defence policy of 1957 is, by tacit admission, in ruins, and because Mr. Sandys, though he has changed his portfolio, is still a key Minister in Her Majesty's Government in the United Kingdom. He is also a tough, able, determined politician, who desires to be associated with success, not with disastrous failure. Incidentally, it is worth remarking that one of the contributing factors to the inadequacy of our defence policy is that, in ten years of Conservative rule, there have been far too many Ministers of Defence.

The frequency with which ambitious men pop in and out of this noticeably overheated and dangerous chair has prevented the development of any strong, consistent policy. Personalities, regrettably but inevitably, play an important part in the formulation, as well as the presentation, of policy. Mr. Watkinson is an excellent Conservative Member of Parliament for the Woking division of Surrey; but I have strong reservations about his capacity as Minister of Defence. His principal service adviser, however, is someone about whose experience and capacity nobody has any doubt at all—Lord Mountbatten; and on the Army side, which is of crucial importance in the re-appraisal process, the Ministry of Defence staff has been reinforced by the appointment to it of the retiring C.I.G.S., Field-Marshal Sir Francis Festing, who was a very forceful divisional commander under Lord Mountbatten in the South-East Asia Command.

Any operation of which Lord Mountbatten is in command—in battle, in diplomacy or in high-level administration—deserves to be regarded with respect. Yet hitherto there has been a certain fuzziness at the edges about the conduct of this country's strategic policy which is disquieting. This, I am sure, is because its object has never been clearly defined. The existence of (and British possession of) nuclear weapons is a fundamental factor which, in all (or nearly all) thinking about defence, has either been slurred over or misunderstood. These are not just bigger pieces of military hardware; they are different *in kind* from all preceding weapons, with the possible exception of the hideous, largely secret, armoury of the exponents of chemical warfare.

At an informal dinner in Virginia, near Washington, General Eisenhower is with former colleagues at SHAPE. With him from left are General Gruenther, of the U.S.; Lord Mountbatten; and General Norstad, the present Supreme Allied Commander, Europe

Fortunately, or unfortunately, it is not possible to carry out large-scale field exercises in chemical warfare; but as the Russians have abundantly —a great deal too abundantly, in my view—demonstrated lately, it is perfectly possible to test out thermonuclear weapons, under conditions which, until the last second of the count-down, approximate closely to reality. But the last second of the count-down, the instant of launching, and the following four minutes, in war as distinct from " peacetime " (uttered with a hollow laugh) conditions, are of the utmost importance. Within five minutes of the launching, in war, of the first atomic weapon—whether the boffins and the planners choose to call it " tactical " or " strategic " does not matter in the slightest—the conditions and the conduct of war will have changed out of all recognition.

So long as nuclear weapons exist they are an ultimate threat and an ultimate deterrent. If you are an optimist about the human race (and optimism on this theme over the past century or so has not achieved a level of accuracy which would satisfy any market research tycoon) you believe that it is more of a deterrent than a threat. If you are a pessimist, you—presumably—join Lord Russell and the Reverend Michael Scott. If you try (as most of us do, clinging to the relics of sanity in an increasingly insane epoch) to steer a middle and " practical " course, you realise that the threat-deterrent equation is the basic argument in favour of rapid, complete, multilateral disarmament.

Meanwhile, without agreement on multilateral disarmament, Britain's defence requirements, both as an individual nation and as a member of Nato, must be met. But how can anyone effectively meet a requirement which he has not been able to define? This question particularly affects the Army which, as one extremely senior officer has said more than once in my hearing, seems to be geared to Peninsular War conditions and operations, but whose role ought to be planned in relation to the conditions of the early 1960s. It is this role which, of recent years, has been especially ill-defined. The R.A.F. knows what it is about; the Royal Navy has been brought up to date, with quiet skill and efficiency, by Lord Mountbatten in his period as First Sea Lord and subsequently as Chief of the United Kingdom Defence Staff. The Army, however, has not, as yet, undergone any drastic re-appraisal. Its carapace is encrusted with anachronisms and anomalies, the removal of which must surely be a task of the highest priority for the new C.I.G.S., General Sir Richard Hull, a first-rate fighting soldier with an equally impressive academic record. First of all, in order to make some preliminary adjustment to reality would he not be wise to have his own title changed? There is no Imperial General Staff. General Hull is, in fact, Chief of the United Kingdom Army Staff.

Next he ought to take a searching look at the dog's breakfast (to quote the inelegant but forceful phrase employed by one of his famous predecessors) of a manpower policy with which he has been presented, within the first few days of taking up his appointment. Only a bureaucrat or a politician, or the two in combination, and no soldier, could have devised the policy of retaining a selected, but undefined, number of conscripts after their statutory term of service; and only a politician in a dither could have thought up the explanations, and the back-pedalling, which followed the first maladroit announcement.

Field-Marshal Lord Harding, in a few trenchant sentences in a television interview, gave a soldier's opinion of this effort. He went on to give praise to Mr. Profumo's new idea of an " Ever Ready " reserve; but much as I respect Lord Harding, I as an ex-territorial look with deep suspicion at any politician who approaches the Territorial Army with blandishments and a winning gleam in his eye. Too often has the Territorial Army been exploited for the purposes of a brief window-dressing operation and dropped immediately thereafter.

So far as the Regular Army is concerned, I do not believe that the principle of voluntary recruitment is wrong, or has failed. Fighting units need not lack for recruits of good calibre: it is the administrative " tail " which is under strength, and all the recruiting poster blarney has not been able to bring it up to strength. This deficiency, which of course is a manifestation of certain obvious trends in our civilian society, is related, in my opinion, to the next major issue which is bound to confront General Hull—that of the future of Britain's overseas bases.

Ever since it became, with the cession of the Suez Canal Zone base to Colonel Nasser, a cardinal principle of British policy that it is impossible to hold a military base anywhere against the wishes of the local, recently decolonialised, people, the liquidation of all our overseas bases became inevitable. They are politically anachronisms, and each is a liability, not an asset; their military and administrative value is highly questionable. I know one experienced and sagacious soldier who thinks they should all be abolished at once.

Field-Marshal Lord Montgomery, in his interesting article in *The Sunday Times* on November 5, was not quite so radical, but he did urge major reductions and realignments. I have come to believe that the liquidation of the bases, on military grounds, and not under " anti-imperialist " political pressure, would be the best policy. The folly of their retention and expansion has been seen in Cyprus; and this melancholy and costly process is likely to be repeated in Kenya, with the unpleasant additional factor that a good many British settlers there have persuaded themselves that the base will be retained after *uhuru*, and that in the final resort its retention will afford them military protection. This, I am sure, is wishful thinking; the Kenya base—like Singapore, like Aden—is a strategic write-off.

The soldiers now deployed in these bases ought to be either in the United Kingdom strategic reserve, about whose present effective strength really the less said the better, or sent to strengthen B.A.O.R. In our militarily straitened situation, distant overseas bases are a luxury we cannot afford, a pathetic—and futile—clinging to a grandeur that we have lost, and an empty assertion of a power which we have abandoned. It may be agonising to face facts like these, but it is extremely necessary.

Back in Britain for the first time in fifteen years, Mr. Jomo Kenyatta, the new President of the Kenya African National Union, is warmly greeted at London Airport by Mr. Tom Mboya, General Secretary of Kanu, who had been in Brussels. The most influential of Kenya's African leaders, Mr. Kenyatta flew to London from Nairobi with a large delegation to see Mr. Maudling, the Colonial Secretary, last week. His aim was to urge the necessity of holding a constitutional conference as soon as possible and of Kenya obtaining its independence early next year. Mr. Kenyatta spent many years abroad studying anthropology and propounding his theories of pan-Africanism before he went back to his native country

KENYA LEADERS IN LONDON

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The Duke of Edinburgh addresses the guests at the Jubilee luncheon of the Royal National Institute for the Deaf at Mansion House, London, and his speech is translated into sign language. Prince Philip, who is Patron of the Institute, was welcomed by the Lord Mayor of London and Viscount Simon, the Institute's President

Army Council members inspect one of the 200 caravans ordered to help relieve the shortage of married quarters in B.A.O.R From left are Lieut.-General Sir John Cowley, Master-General of the Ordnance; Mr. Ramsden, Under-Secretary for War; Mr. Profumo, War Secretary and General Sir Cecil Sugden, Q.M.G.

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

"*CIVIS ROMANUS SUM.*" It was a splendid phrase and a proud ideal whether claimed by a Roman citizen or quoted by Palmerston in defence of a British citizen; and for a very long time in our history any subject of the British Sovereign and head of our Commonwealth has been entitled to settle in Britain and many other Commonwealth countries with equal rights of citizenship, to live and work and qualify for welfare benefits. But the time comes when the noblest ideals are upset by political and economic changes, and though the rights of protection for every liegeman of the Queen remains unquestioned, the time has obviously come when a Government must reluctantly regulate his right of free entry and settlement in Britain. Our little island has not expanded in space. It has vastly expanded in population. Our Commonwealth, if in one sense it has shrunk, has not shrunk in population or in the sum of sovereign nations which comprise it. Many of these have very low standards of living and offer sparse opportunities for employment. Our island for many years has prospered exceedingly, there have been good jobs for all who wanted them and humbler jobs for outsiders not too proud or lazy to do them, and attractive benefits to go with them. It would be strange if, among the nations whose standards of living compare so badly with ours, this island had not become a magnet of hope, an island paved with gold. The inrush has to be checked. The "island paved with gold" cannot decently house its present population or give it space for movement. Available jobs no longer increase; the only certainty is that a few years hence, unchecked immigration would have brought utter chaos and bitter jealousies. The Commonwealth Immigration Bill is a trial measure: it seeks no more than to filter the inflow for the economic and moral welfare of the present population. It is unbiased as to race or colour. It could not have been longer delayed. The dangers close ahead have at last been generally realised.

BY-ELECTIONS. When a by-election seat is safe, the actual figures are seldom reliable guides to party swings, since they encourage slackers to neglect their duty at the booths. A few weeks ago, the prophets expected that a *general* election this year would reveal a considerable swing to Socialism. The Premier and some of his Ministers were losing popularity and Mr. Gaitskell and his reunited party were on the way up. But more recently the seers have seen the Tories bobbing up again. Apparently we "trust the Tories" in matters of defence and foreign policy, while we favour Labour to deal best with economic and industrial problems at home. This theory did not help me much to forecast the by-election results. They are mostly fought, anyway, on parish pump and personality issues; and, as between defence and foreign policy on the one hand and economic and industrial problems on the other, I can't decide which doctor we should call in most urgently.

B.A.O.R. It usually heartens our enemies when we air our dirty linen in public. Patches in our vests and shirts are bound to reveal the nakedness of our land. But there was bound to be a show-down in Parliament over the effectiveness of B.A.O.R. because of the wide divergence of view between serving officers and honourable and gallant M.P.s on the one hand, and the spokesmen of the Defence Ministry on the other. Mr. Watkinson "has his reasons" for assuring us that all is well. The ears of the enemy are alert. Mr. Brown's personal observations are backed in Parliament by very many military members on the Government Benches. The conclusion that our defence set-up, as at present it stands, is utterly inadequate for the tasks which now face it and may face it, is so widely held that no expression of Government confidence can reduce our anxiety. Considering, therefore, that the dirty linen was actually on the line for all to see, it might have been better if the Government spokesmen had more frankly admitted that some of the underwear had known better days. Now, some of the Field-Marshals are putting out their master-plans for a root and branch remodelling of our defences, and apparently army recruitment is at last showing results.

DRIVING OFFENCES.—Mr. Marples' new measures to make the roads safer differ little from the Road Traffic Bill which was "counted out" last summer after receiving useful amendments by the Upper House. I don't know how many deaths on the road might have been spared if time had been found to enact it. We shall have to wait for many months after the new Bill becomes law before we can calculate that. If we accept it that many deaths on the road are not due to the carelessness of car-drivers but to unavoidable accidents due to badly engineered roads, undetected faults in cars, abnormal weather conditions and the unforeseeable actions of children and animals on roads or verges, we are justified in approving the severer penalties attaching to proven reckless driving. It is a puzzle to me that automatic suspension for a long period has not long ago been the law for motorists twice or thrice convicted of dangerous driving, whether drunk or sober; for the road-hog, who is not under the influence of drink, seems the greater criminal. He knows what he is doing and does it with his eyes open. No doubt magistrates have not been uniform in their scales and juries have tended to be too merciful to brother motorists. The feeling that suspension may deprive an offender of his livelihood has never been accepted by the law as an excuse for substituting endorsement and a heavier fine in cases where suspension was the proper penalty. But that feeling has often worked in favour of the convicted. The new methods of detecting the influence of drink and drugs can only be experimental, and will certainly lengthen the proceedings in motoring cases. The greatest hope from the Bill rests on its ability to deny the roads to persistently reckless and selfish drivers who do what they do in full possession of their "senses."

ALL MOD. CON. Generosity and kindness to the 262 people from blasted Tristan da Cunha was to be expected and is welcomed. As a Victorian, I would have preferred that we introduced these people by careful stages to the wonders and conveniences of our civilisation. We are indeed making with them a most remarkable experiment in sociology, and we are foolish to make it too quickly. We are, in fact, introducing to, and integrating in our mid-twentieth-century way of life a few survivors from the early nineteenth century, and instead of giving these survivors a chance to engraft their virtues on our luxuriant and swift-growing trunk, we are likely to sap their goodness away. I should have started them more

At a reception at the Russian Embassy in London, the Soviet Ambassador, Mr. Soldatov, and his wife welcome Lord Dundee, the Minister of State at the Foreign Office, representing Lord Home, and Lady Dundee. The Foreign Secretary did not attend the reception which was held last week to celebrate the 44th anniversary of the October Revolution; neither did a number of other leading Western diplomatists. It was understood this was in tacit protest against the Soviet nuclear tests

slowly; introduced them to hot and cold, provided some old-fashioned children's toys, and so on. I should certainly have deferred TV for at least a year, and most of the other electrical gadgets, too. In a sense, we are experimenting with our ancestors (their virtues and failings), and we are doing so at a time when we have yet to prove that we are "wiser than our fathers," or happier, for all our "mod. cons."

THE OMBUDSMAN. If pressure for the appointment of an Ombudsman meets in time with practical response from the Government, the chosen official will have a busy time from the first, will require an English equivalent to the Scandinavian title and (I should judge) will well deserve the moderate salary of about £7,000 per annum suggested as appropriate. But I doubt if the job will be created or the post filled in the lifetime of the present Parliament. The Government will not be anxious to admit that "justice to the individual, uprightness in public administration and single-minded enforcement of the law" are ideals which often fail. It will perhaps concede that here or there a little Hitler in public administration may deny justice to an individual, but is unlikely to concede a new £7,000-a-year job. If it allows an Ombudsman, it allows that social justice is a figment and the well of purity in central and local administration as contaminated as ever it was. You can't expect a Government (or Governments) ten years in power to make so damaging a confession. Still, we must be prepared and look ahead. What shall we call him? "The Public Trustee" is ruled out. "The Public Referee" would be no exact opposite number to "The Official Referee." "Public watchdog" is too homely, "the little man's friend" too informal. Perhaps "the Guardsman" is nearest to the original. Be that as it may, it is wisely proposed that the first spate of complaints which will drown the first holder shall be filtered and confined to such grievances as are sent to M.P.s, and by M.P.s examined and tested before being passed on to "the Guardsman." Otherwise it will need a battalion of Guardsmen to do the work.

THE OLD STAGER

The aerial photograph shows work in progress on the Severn Bridge on both sides of the river. Foreground is the access gantry to the east river pier and across the water is the Beachley Peninsula in Monmouthshire. **Below:** Work on the Beachley side of the bridge. Mr. Marples, the Minister of Transport, recently visited the site to lay the first skip of permanent concrete on the bridge. Work on the substructure and foundations is being carried out by John Howard and Co. Ltd. The main span of the new suspension bridge will be 3,240 ft. long with two side spans each 1,000 ft. long. To cope with high winds, the bridge will have a specially-developed aerodynamic shape

In Nazareth, Mary (Siobhan McKenna) draws water watched by Joseph (Gerard Tichy) and a camel driver (George Coulouris)

From left are Pontius Pilate (Hurd Hatfield), Cla... (Guy Rolfe), Herodias (Rita Gam), Salome (Bri...

Amid a furore of publicity and announcements of advance takings, Samuel Bronston's mammoth production, released by M.G.M., arrived in London last Wednesday. From a screenplay by Philip Yordan, the film is a re-telling of the story contained in the Gospels of the life of Christ, with a fictitious sub-plot of the career of Barabbas, who is portrayed as the leader of a rebel movement. The sub-plot allows for spectacular battle scenes between revolutionaries in Judea and the Roman Legions under the Roman Governor, Pontius Pilate. The role of Jesus Christ is taken by Jeffrey Hunter. Directed by Nicholas Ray, the film runs for three hours with an interval.

ENTERTAINMENT

KING OF KINGS

The British première of the latest of Hollywood's Biblical epics was on Wednesday, Nov. 15, at the Coliseum

Salome dances in front of Herod

Below: At the table for the Last Supper are Matthew (Ruben Rojo), James the Younger (Simon Misrani), Simon (Milo Quesada), Thaddeus (Bud Straight), Judas (Rip Torn), Andrew (Tino Barrero), Jesus (Jeffrey Hunter)

Viveca Lindfors), Lucius (Ron Randell), Caiphas
Bazlen), and Herod Antipas (Frank Thring)

Barabbas (Harry Guardino) inside the Antonia Fortress. **Right:** The rebels are trapped inside the Fortress, in Jerusalem, by the Roman troops

Roman soldiers pursue a band of rebels during the unrest in Judea

Via Dolorosa—the ascent to Calvary

BRIAN VESEY-FITZGERALD

NUISANCE IN NORFOLK

I have been looking at coypu in Norfolk, near Great Yarmouth. I was prompted to make the journey by reading an article in an American magazine, which suggested that Britain was now faced, in the coypu, with an animal menace on something like the scale once achieved by the rabbit. I took that article with a pretty liberal pinch of salt, by the way. But I must say that I saw plenty of these animals.

The coypu (*Myocaster coypu*) is a South American rodent which bears a superficial resemblance to the beaver and is sometimes called, though not in Britain, the swamp beaver. It is a large rat-like animal, measuring some 3½ ft., 18 ins. of which is tail, naked and scaly, very like the tail of a rat. A full-grown coypu may weigh as much as 20 lb. I believe that

A menace caged—a captive from the large colony of wild coypus in East Anglia

weights in excess of that have been recorded. It is a fearsome-looking beast with a large head, long whiskers, and a formidable array of dirty, orange-coloured teeth. The over-all colour is brown, the long, rather coarse, outer hairs covering a dense undercoat of fine, dense, greyish fur.

This fur is known as "nutria." (The early Spanish settlers in South America thought that the coypu was an otter: Nutria is the Spanish for otter.) Nutria was once a fashionable and valuable fur, and because of this the coypu was introduced into many parts of the world and commercial nutria farms established. The coypu is an ideal fur-farm animal, for it seems to be able to stand any sort of climate, does not object to captivity, and breeds prolifically. It is not surprising that many people thought that they were on to a good thing. About fifty farms, I do not think that anybody knows the exact figure, were established in this country between the wars.

Inevitably, there were escapes, and from time to time coypu, living wild, were reported from many places up and down the country. Every now and again a small colony would become established. Most of these did not last for very long, though I do not think that anybody really knows why. The first wild coypu I ever saw was on the Basingstoke Canal, sometime in the late '20's or early '30's. There was then a small colony there, but it soon died out: not because it was trapped out or shot out, but for some other reason. I suppose that conditions, though they seemed to be suitable enough, lacked something vital to the well-being of the coypu.

But two of these colonies did find things to their liking: one on a sewage farm near Slough and the other in Norfolk. The Slough colony, so far as I know, has never become a real nuisance. The Norfolk one undoubtedly has. Colony is no longer the right word—nation would be better. This colony is said to trace its history back to a stormy night in 1937 when eight animals escaped from a farm near Great Yarmouth. The present population of wild coypu is variously estimated at between 250,000 and 1,000,000! Not many people, I should add, are inclined to accept the lower figure.

There are some interesting points about these East Anglian coypus. In South America the coypu lives near stagnant water. It does not enjoy running water. In the United States, certain marshy areas, which are unsuitable for any other purpose and which contain large tracts of stagnant water, are used as natural breeding grounds for the coypu and produce several hundred thousand furs a year. The Slough colony, on its sewage farm, may be said to be running true to form. Not so the East Anglian coypus; they have broken with tradition. They prefer the River Yare and its many tributaries, on the face of it not very suitable ground. What is going to happen when, as seems inevitable, for the spread is northward, they get into the Broads and the Fens, into something approximating their natural habitat, beggars the imagination.

The damage that coypus in numbers can do is enormous. But it is not damage to the river banks as was the case with the musk-rat. That led to a national campaign and to the extermination of the musk-rat as a feral animal in Britain. There is no risk of similar damage to river-banks in the case of the coypu. True, the coypu also burrows in banks and makes pretty large holes at that, but there are not deep holes and there is no risk of undermining. This is, perhaps, unfortunate; for it means that there is not the same urgency about control. The damage in this case is mainly to farm crops, as the coypu is a very hungry animal, which means that the individual farmer has to take his own steps.

The farmers are doing so. I do not know how many coypus have been killed in East Anglia recently—I was given a figure of 40,000 for one district alone—but however many, it is not enough. The coypu is easy to kill. It is not strictly nocturnal and it is not at all wary, so it is easy enough to shoot. It is a pretty stupid animal, too, and so easy to trap. Moreover, it is not anything like as fierce as it looks. Once trapped, it does not fight or struggle. It just waits, moaning, for death. There is no difficulty about killing coypus. The trouble is that there are too many of them.

In this country the coypu has no natural predators. Commercial trappers are not interested in its fur any longer: nutria went out of fashion some ten years ago. The fact that coypu is good to eat (so I am told; I have not tried it myself yet) is unlikely to make any appeal to the British public, because the animal looks rather like a rat. So the farmer is left on his own, to meet the menace, and the farmer has a good many other things to do.

The coypu is here to stay, a permanent member of our fauna. With three litters a year, the coypu breeds at any time during the year and has no fixed breeding season, the numbers, no matter how wholesale the destruction over limited areas may be, seem likely to increase. I suppose that it might well become as big a menace as the rabbit once was in East Anglia. (There are farmers who will tell you that it already is.) But over the whole country is another matter altogether. This is a semi-aquatic animal—an expert swimmer, but a poor diver—and it must have swamps, or, at any rate, plenty of reeds. Much of Britain is, obviously, quite unsuitable. But that will be no consolation to the East Anglian farmer. The real solution would seem to be to make nutria fashionable again.

TRAINING TEACHERS AT HULL

By Cyril Bibby, Principal of Kingston upon Hull Training College

There are more than a hundred teacher training colleges in England, most of which have been developing rapidly to keep up with the nation's educational needs. Kingston upon Hull Training College is an example of the way these institutions have been expanding. Until recently it was small, with two-year teacher training courses for women students only. Now it is undergoing many changes. It is expanding both its student numbers and its buildings, it admits both men and women, and its courses now take three years (to conform with the current practice of most universities).

At the centre of the students' work lies the study of children, with lectures, seminars and tutorials linked with child observation and teaching practice in nearby schools. Students preparing to be teachers must on the one hand carry out their own studies on a high level, and, on the other hand, learn how to teach at the level of children. In addition to the professional course two academic subjects are studied in depth. One of the chief occupational hazards of school teaching is the danger of slipping into the way of thinking at the intellectual level of the children being taught, and the best antidote is the development of intense intellectual interests at an adult level.

Kingston upon Hull Training College has the fortune to be on the same educational campus as the University of Hull, and its students become associate members of the students' union of the University. They join the University students in many social and recreational activities, in some student societies, and in the organisation of the annual rag week. The College is fortunate, too, in being in a city

(*Continued on page 270*)

The old College building. This is now being remodelled to provide a new library and study rooms

Students queue for mid-morning tea. From 1962 the Junior Common Rooms will have three tea-bars

The Principal in his study

A tutorial in progress

Some of the students take typography as a specialist course

A piano lesson in progress. The College has a good tradition of musical education

TRAINING TEACHERS AT HULL

(*Continued from previous page*)

noted for its civic pride, a city whose chief citizens recognise the importance of education.

This civic pride has also produced a fine new college of technology, a regional college of arts and crafts and a college of commerce, all of which willingly open their doors to the students from the training college. Thus, apart from the instruction given by their own tutors, the teachers in the course of training have all sorts of additional facilities. Some use advanced physics and chemistry laboratories at the college of technology, others get highly skilled tuition in accountancy and typewriting at the college of commerce. Others attend specialist classes in embroidery, life drawing or typography at the college of arts and crafts.

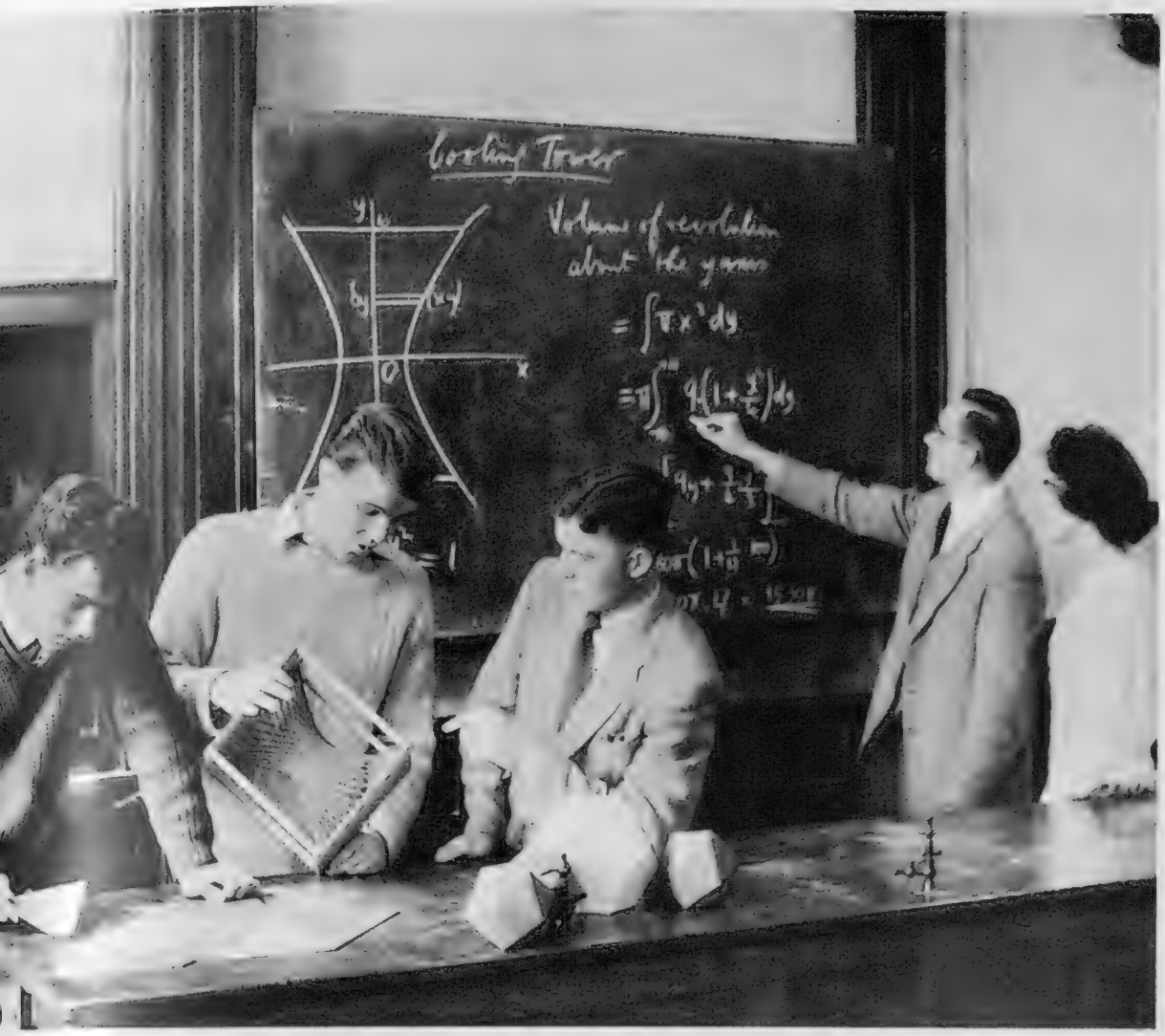
Some teachers' training colleges in or near university towns have tended to be kept rather uncomfortably on the periphery of the actual universities, but this is a condition unlikely to continue much longer, especially where the training colleges show that they can play a useful and constructive part in university life. While the whole future pattern of priorities in higher education is being considered by the committee appointed by the Prime Minister under the chairmanship of Lord Robbins, some training colleges are already staking out their claim to be considered as parallel to the universities.

One pointer in this direction is provided by the part which Kingston upon Hull played in the student activities at this year's Edinburgh Festival. For some years past a number of universities, each able to call on the resources of a large student body, have presented dramatic productions "on the fringe," but such a venture has hitherto been regarded as too ambitious for an individual teacher's college. This year, however, the dramatic society of Kingston upon Hull Training College decided to take the plunge. In a few

(*Concluded on page 272*)

Teacher trainees in the biology laboratory

The College encourages part-singing, of which there is a strong local tradition in Hull



Training in the teaching of mathematics is a high priority

Surveying techniques are a basic preliminary for archæological studies

Students reading biology as a main study collect biological specimens in a part of the College grounds

Two girl students concentrate on book-binding in the craft room

Calligraphy is one of the special subjects

TRAINING TEACHERS AT HULL

(*Concluded from page 270*)

months it raised over £300 for the expenses of production, booked a theatre for a week, and put on *Richard III*. Students from Aberdeen, Durham, Edinburgh, Oxford, Reading and London all put on plays, but the trophy presented by the Scottish Union of Students for the best production by a student group went to the teachers' college from Kingston upon Hull.

Drama is only one of the many spare-time activities open to the future teacher. Last year, the College's newly-formed archæological society did a trial dig of a suspected lake-village at Barmston, on the East Riding coast, and confirmed that the site was worthy of fuller study. This year, in a major attack by over forty students camping for a fortnight in a neighbouring field, many artefacts and large timbers were discovered. Definite evidence of Bronze Age dating was also found. That this archæological activity was not merely an amusement, but a project of genuine scientific merit, is indicated by the fact that both the radio-carbon dating unit of the British Museum and the Department of Quaternary Research at Cambridge University have thought it worth while to co-operate with the College.

During the past year, parties from the College have paid extended visits to Stratford-on-Avon for theatrical studies, to London for the art galleries, museums and music, to the Lake District and Spain for geography, and to the villages of North Yorkshire for sociological field studies. A few months ago, the physical science department organised an exhibition of up-to-the-minute aids to the secondary school teaching of electronics, including some from Germany which had been brought to this country for the first time. At present the departments of biological science and geography are looking forward to the opening of a permanent field centre at Spurn Point. This has been adapted from some old lighthouse cottages of which the College has been granted occupation by Trinity House.

The College is fortunate in possessing an original building in a quietly gracious style of architecture, which can be admirably adapted for expansion in a series of courts like those of the ancient colleges at Cambridge. For the extensions which are now rapidly going up, the architect has managed to find stone and hand-made bricks toning well with those of the Old Court, so interior modernity will be available without sacrificing the exterior appearance of the College.

Mary Varley and E. Johnson took most of the photographs with this article.

A scene from the College's production of *Richard III* at the Edinburgh Festival

Physical education will soon be a main study course

A student in a corner of the College library

Preparing for infant teaching

The College jazz band takes over during the interval at a student dance

In their home game against Felsted, Sedbergh attack but are foiled by R. M. Oliver (Felsted) who fields and touches down behind his own line

PUBLIC SCHOOLS FOOTBALL

SEDBERGH v FELSTED

Left: T. J. Lowe of Felsted receives a pass

Below: J. L. Ebblewhite (right) of Felsted, with the ball, breaks from a loose scrum

Below right: Sedbergh come away from a scrum. Their captain, J. S. L. Broadbent (with the ball), is supported by D. A. Donald, N. A. McKerrow and R. J. Ogg

For the second match of their northern tour at the end of October, Felsted visited the Yorkshire school, Sedbergh, having played Ampleforth a couple of days previously. There had been a fortnight's steady rain before the game and the match had to be transferred to a smaller pitch which was, however, in a reasonable condition. Intermittent rain fell during the game, but both sides handled well despite the conditions. Sedbergh attacked strongly during the first half but failed to score more than a single try, when their right-wing, I. C. Noad, went over after a kick ahead had been gathered by J. J. Gaskell. Felsted's defence held out and they replied with a try by their right-wing, R. J. Hickman, following up a long diagonal kick ahead, and a dropped goal from a penalty by R. M. Oliver. Sedbergh, gaining possession in the tight scrums, renewed their attacks and drew level with a second try which was scored by R. J. Ogg, the scrum half. The game ended in a draw 6 all.

THE VOICE OF THE COMMON

The mill in Burnie, Tasmania, of Associated Pulp and Paper Mills Ltd., one of Australia's leading producers of paper and board

AUSTRALIA

Progress and promise in Tasmania

Today Tasmania is having its most exciting days since young Lieutenant Bowen of the Royal Navy stepped ashore in 1803 and saw the remarkable potential of the country. It is a little over half the size of England and Wales yet has only 330,000 people—98 per cent. being of British stock. Until a few years ago these people lived off the land, exporting fine quality Merino wool, hops, meat, hides, butter, minerals and apples. But now a modern industrial evolution is turning Tasmania into an important manufacturing State. Opportunities abound. New techniques and industries will multiply its wealth within the next ten years.

The long and successful record of the State Government in attracting industry to the island has been based largely on the availability of cheap hydro-electric power. Other factors, such as mineral and forestry resources, suitable water supplies and harbour facilities, are additional inducements. Some of the important industries located in the State are the only ones of their type in the Southern Hemisphere.

Aluminium refining is such an industry. Plans are in hand to increase production from Tasmania's Bell Bay refinery from 12,500 to over 40,000 tons a year. An eventual production of around 240,000 tons a year is contemplated.

Tasmania also manufactures ales, beer, blankets, bottles, breakfast foods, bricks, calcium carbide, chocolate, cocoa, concrete products, confectionery, copper strip, cordials, dress fabrics, electric equipment, milk products, paper, precision instruments, pressed woods, titanium oxide pigments, woollen goods and yarns. But many lucrative industries remain unexploited.

Tasmania has one-third of Australia's total hydro-electric power potential. Today the island has ten power stations operating and two more are under construction. The installed capacity is 569,000 kilowatts. By 1965 this capacity will exceed 800,000 kilowatts. At least 2,400,000 kilowatts could be economically developed in Tasmania.

One of the most interesting new developments in Tasmania is the Catagunya Dam on the River Derwent. It has been designed as a pre-stressed concrete structure 140 ft. high and 1,000 ft. long at the crest. Another development will exploit the catchment of the Great Lake, a natural reservoir for 60 square miles of water at 3,380 ft. above sea-level. Six turbines will operate in an underground power station, generating 300,000 kilowatts. A further three stations are to be built on the Derwent below Catagunya. Together they will add 85,000 kilowatts to the system.

Construction of these stations is due to start next year and should be completed by 1967. The cost will be nearly £A12,000,000.

Tasmania has a variety of mineral resources that few countries of a comparable size can equal. Copper, zinc and silver are mined on the west coast and aluminium and tin in the north east. Scheelite has also been found. There is still a large area of the west and south of the island virtually undeveloped. To quicken the pace of development, the State Government is following an active policy of aid to the new industries which the island is obviously capable of implementing.

WEALTH

CEYLON

Consideration of proposals for building a petroleum refinery

Proposals for the establishment of a petroleum refinery are now being studied in Ceylon. The Minister of Industries, Mr. Maitripala Senanayake, announced recently that it would be his endeavour to have a refinery established by 1964 or 1965. He indicated that it was hoped to have a nitrogenous fertiliser plant and a petroleum refinery in one complex.

Ceylon's consumption of refined petroleum products, all imported, now runs to a million tons a year. The demand for nitrogenous fertiliser from Ceylon's key agricultural sector amounts to 200,000 tons a year. The consumption of both petroleum products and fertiliser is steadily increasing, with the economic development of the country.

The Minister revealed that various proposals had been received for the setting up of an oil refinery. These covered a wide range of possibilities as regards ownership, control and management, training of local personnel and supplies of raw material.

It is estimated that the total investment required for a refinery-cum-fertiliser complex would be of the order of £20,000,000.

Three international oil firms (Shell, Caltex and Standard Vacuum) and the recently established State Petroleum Corporation supply the Ceylon market with imported, refined petroleum products at present. Some years ago a proposal for the setting up of an oil refinery was made to the Government jointly by the three firms, Shell, Standard Vacuum and Caltex. More recently the Government received an offer for setting up a refinery from the Italian E.N.I.

The Minister, Mr. Senanayake, commenting on the proposals before the Government, stated recently:

I have been examining the various proposals to set up a refinery here with these points in mind. I want the refinery to be integrated with a fertiliser complex. I want to be assured of the technical standard and experience of the various groups and of their ability to provide for the training of local personnel. I want financial assistance for our capital investment. I also desire that these proposals do not contain any restriction on our ability to make our purchases of equipment and raw materials such as crude oil at prices and conditions that are most favourable to us.

E.N.I. (Ente Nazionale Indrocarburi) are an organisation wholly owned by the State of Italy engaged in all phases of petroleum production from exploration, mining, refinery production of petro-chemicals to marketing. They have made a very interesting proposal to us. I have examined it and made certain suggestions to them. I am now awaiting their reaction to my suggestion.

It shall be my endeavour to have a petroleum refinery established in Ceylon by 1964 or 1965 at the latest.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

BOOK REVIEW

The nature and evolution of the Commonwealth—a comprehensive textbook

The Commonwealth is such a complex of different countries, people and ideas that it tends to defy written analysis. THE LIVING COMMONWEALTH (Hutchinson. 50s.) is edited by Kenneth Bradley, the Director of the Commonwealth Institute, and sets out to marshal all the important features of the Commonwealth's past and present within the space of 500 pages. The Duke of Edinburgh has written the foreword and the list of contributors, each writing on an aspect of the Commonwealth, is imposing. The book is divided into four parts. The first comprises studies of the growth of the British Empire and of the transition from Empire into Commonwealth. The second deals with individual sovereign members of the Commonwealth, the third with those countries still dependencies of Britain and the fourth is a summary by the editor of the Commonwealth today and its problems. The historical aspects are presented competently, with economy. The outline of the past of the Indian sub-continent is particularly well done, and alone should justify the hope expressed by the editor that teachers will use *The Living Commonwealth* as a textbook. There is virtually no set pattern to the chapters on the individual territories. Some are subdivided; some are not. Some have cultural sections, others concentrate on economics. Whereas Britain is seen largely in social terms, the section on Canada is mostly geographical. However, in spite of the divergence of these essays, the general picture is of a multitude of bonds which tie the various countries together. These bonds may be silken but they are not illusory and this book should aid understanding of them. It should also do much to counter the often expressed view that the Commonwealth is nothing more than a device for the British to surrender their Empire with the minimum amount of anguish.

Mr. A. E. P. Robinson, the High Commissioner in London for the Federation of Rhodesia and Nyasaland, greets Sir Roy Welensky, the Federal Prime Minister, on his arrival in London. Sir Roy was in Britain to discuss the Federation's future

Chief Samuel Akintola, the Premier of Western Nigeria, is seen on his arrival at London Airport from Montreal. He had just completed a tour of Europe, the Middle East and North America where he had been having economic discussions

Below: Mr. Macmillan opens an exhibition in London to commemorate the centenary of the birth of Rabindranath Tagore. The exhibition, which closes on November 18, is at India House

TRAVEL

PARKS AND GARDENS OF EUROPE

By **GORDON COOPER**

There is no more delightful and restful form of sightseeing than to linger in beautiful gardens and parks. Fortunately, Europe has many such sanctuaries. I cannot hope to do more in this article than to mention a few of my own favourite spots, and every reader will be able to add their own selections.

Beginning with our own country, my short list would include the Royal Botanic Gardens at Kew—possibly the finest in Europe—and the Royal Horticultural Society Gardens at Wisley, Surrey. Belonging to the National Trust are Nymans Gardens, Handcross, and the Bodnant Gardens at Tal-y-Cafn in North Wales; and, for Scotland, my first choice is Interewe, Poolewe, Wester Ross—a remarkable garden with rare and sub-tropical plants. It is the property of the National Trust for Scotland.

Ireland, too, has some outstanding gardens, my own first choice being Garinish Island, off Glengariff, County Cork, which looks as if it had been lifted direct from Italy, while the Japanese Gardens, in County Kildare, are a horticultural achievement of quaint beauty.

The French Government Tourist Office issue (gratis) a booklet on *Parks and Châteaux of France*, but as it lists hundred of places of every conceivable variety it is not easy to be selective. They range from the seaside splendours of the Riviera resorts to the surprise garden of the former bishop's palace at Coutances, which has an unforgettable two-way view, down to the winding valley and up to the massive cathedral lantern. My own three selections are: the park and château of Bagatelle (Paris), with its English-style park which has a famous rose garden and a splendid assortment of trees, shrubs and flowers; the three-dimensional Renaissance garden at the Château of Villandry in the Loire Valley; its vegetable garden is as perfectly ordered as, and hardly less decorative than, the formal flower beds; and at Menton the beautiful gardens of the Domaine des Colombières, in the grounds of which there is a hotel of original design—a wonderful spot for a rest-cure, with views over the coast.

One of the best remembered features of Kew Gardens, London, is the Palm House built in the mid-nineteenth century

Sculpture depicting the Labours of Hercules in the gardens of Aranjuez, near Madrid

Italy is another land of lovely gardens. Without a doubt, the star is the Villa Taranto, Pallanza, which is a miniature Kew Gardens, for here are all kinds of rare plants from all over the world; the rose garden, the valley of rhododendrons and the valley of heather are also notable features. On a much smaller scale, but most picturesque, are the famous gardens of the Villa Hanbury, near Ventimiglia on the Italian Riviera. It offers an earthly garden of paradise, a description I would also apply to the cloister-garden of S. Giovanni degli Eremeti, Palermo, which is a garden overwhelmed with flowers, with a fountain in the midst. I have often envied this garden's caretaker.

In Spain there are many superb gardens. My own first choice is those of the Generalife in Granada, close to the Alhambra. They are built in terraces, with numerous fountains. It is restful to sit in the loggias, or loiter on the shady terraces. The El Retiro Park in Madrid, and the gardens of the Alcazar in Seville, also this latter city's Maria Luisa Park, stand out in my memory. Nor can I omit the elaborate gardens of Aranjuez, near Madrid, which on the occasions when the waterfalls and fountains play almost justify

Looking more Italian than Irish are the gardens on Garinish Island, off Glengariff, County Cork

the millions spent on them by Philip V. There is a similar kind of appeal at the gardens of La Granja, near Segovia, which were also built by Philip V in nostalgic imitation of his grandfather's Palace of Versailles.

Each time that I visit Lisbon I make a point of taking a stroll in the Estufa Fria, perhaps the most attractive greenhouse in Europe. It stands in the Edward VII Park, and under its slatted roof there is every kind of tropical and sub-tropical plant, shrub and tree, with tiny ponds combining to offer a dream-like effect. Also notable are the gardens of Montserrate (near Cintra), which cover the sides of a valley and contain every variety of tree and shrub, along with masses of tree ferns which have no equal elsewhere. Through this enchanting spot, originally created by a wealthy Englishman, flow innumerable streams and rivulets. A delightful private garden is that at the Manor of Bacalhoa in the Arrabida, not far from Lisbon. You require an introduction (easily obtainable) to visit it.

Holland is rich in flowers, especially in the spring, and the finest display is the National Flower Show (mid-March to mid-May) held on the Keukenhof Estate at Lisse. Its beauty is indescribable. In adjoining Belgium, my choice falls on the magnificent park and English Gardens at the Château of Beloeil (near Tournai), and the fine gardens around the Manor of Annevoie (near Namur).

Among German gardens, those at Hanover, Cologne and Hamburg are outstanding, although I would also mention that in the rebuilt cities of the Ruhr there are wisely-planned green belts providing an invigorating contrast to the nearby busy industrial areas. Hanover has a wealth of flowers and landscaped parks, Cologne has its fine Rhine Park, and in the Hamburg park, called *Planten un Blomen*, there is after dark a " colour concert," on a lakelet from which 200 water jets fling themselves into the air, with coloured lights playing on them to a musical accompaniment. I think, too, with pleasure of Schwetzingen (near Heidelberg), with one of the most beautiful palace gardens in Germany. It is famous for its lilac blossom, its many nightingales, and a rococo theatre, while the nearby village is celebrated for its asparagus. Worth noting is that a spectacular horticultural show called *Gartenbau-Ausstellung* occurs every summer in a different German city. It is well worth attending.

To the south, in Austria, Vienna has its famous Schönbrunn palace-and-park, the finest and largest of Europe's Versailles-inspired creations. Another palace-park in the capital is the Belvedere. Salzburg has the Schloss Mirabell, with a good flower garden. And at Innsbruck there is the Hofgarten which is especially attractive when illuminated after dark.

Two final suggestions: the Norrviken Gardens at Bastad (Sweden) rank among the loveliest in Europe, and on the island of Lokrum (near Dubrovnik) there is a wealth of wild flowers and plants—a most rewarding place in which to laze.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

V. C. Ellison

Mr. Ellison is chairman of The Cement Marketing Company Ltd., the selling organisation of The Associated Portland Cement Manufacturers Ltd. He became a managing director of A.P.C.M. in 1957 and he is also sales managing director of A.P.C.M. and associated companies.

Victor Charles Ellison was born in 1907 and educated at Malvern College. He spent two years in apprenticeship with Leys Malleable Iron Works and six months with Ferranti. In 1927 he joined G. and T. Earle Ltd., cement manufacturers at Hull, rising to become sales manager from 1934. He served during the last war in the East Riding Yeomanry, winning the M.C. at Dunkirk. He was second-in-command of the regiment on D-Day and subsequently commanded it with the rank of lieutenant-colonel. In 1945, Mr. Ellison was appointed to the board of G. and T. Earle and in 1950 joined the board of The Cement Marketing Company. Married, with two children, he lives near Berkhamsted, in Hertfordshire. His recreations are tennis, hunting and shooting and his sporting interests cover a wide range—he used to play competitive squash and what he calls "indifferent" cricket and football

THE GO AHEAD ON METHANE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Building a ship to transport something that has never gone by sea in commercial quantities before, and, indeed, could not do so in its natural state, is a complex business. When the Gas Council received the go-ahead from Whitehall a fortnight ago on its plan to import methane from the Sahara to put into British gas stoves, it proceeded to complete contracts with Vickers-Armstrongs of Barrow-in-Furness and Harland and Wolff of Belfast to construct two of the oddest tankers ever designed —and, ton for ton, two of the most expensive. Each of these vessels will have a carrying capacity of only 12,000 tons of liquefied methane; yet each will be as big as a conventional 28,000-ton crude oil tanker—610 ft. overall with a beam of 80 ft.—and the work involved, Vickers has said, " will employ a labour force many times that normally associated with a tanker of equivalent size." And the two together will cost more than £7,000,000—not much less than £300 a ton deadweight, and even in terms of their larger dimensions, say, £125 a ton. This is still almost twice the capital cost of a normal oil tanker nowadays.

These new tankers will be bigger because methane as a liquid is so much lighter than crude petroleum, so that a ton occupies more space; and will be more expensive because this liquid has to be kept terribly cold, which means expensive insulation and complex construction. The separate tanks within the hull of the tanker that Vickers is building will be made of sheet aluminium, which will require a large amount of specialised welding and probably a good deal of bracing to keep them rigid enough to withstand the stresses set up by several hundred tons of liquid in each of them slopping about as the vessel crosses, say, the Bay of Biscay. These tanks cannot be too rigidly fixed to the outer hull of the tanker, because too many metal connections would cause too much of what one might call " cold losses." They will be largely insulated from the hull by layers of balsa wood and fibreglass. Cheaper metals of construction for the tanks—for example, steel—and cheaper insulating materials such as foamed plastics, have been considered; but for the present the aluminium and balsa combination that was tried out in the first experimental tanker ever converted to carry liquefied natural gas, the *Methane Pioneer*, seems to have had to be retained.

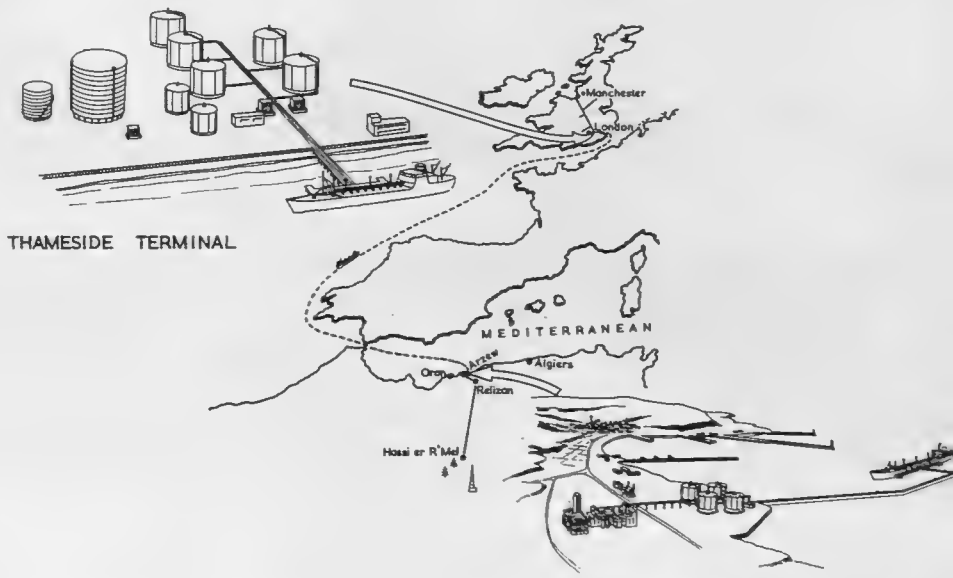
Rather too much has been made in public discussion, perhaps, of the political arguments and strategic considerations raised over the gas industry's plan to import methane, which the Government took about four months to approve from the time that an actual proposal to import a specific amount was put forward in full detail. Technically, the whole project is a tremendously interesting one—and one for which the Gas Council, which in the past has been not altogether unfairly criticised for technical conservatism in some other fields of gas supply, must be congratulated for taking most of the initiative. The privately-owned company which has worked with them on the plan—Conch International Methane, owned by Royal Dutch/Shell, Continental Oil and the Union Stockyards of Chicago—has provided most of the technical know-how, which it has had to develop from the rather limited data available when it first took up the idea in 1955. Conch is responsible for the design of the commercial liquid methane tankers, which are technically the core of the whole project.

Other nations, such as the French, have a considerable interest in the movement of natural gas, indeed of the same gas that the British will be buying from Algeria. For the future they have hopes of moving it across the Mediterranean by under-water pipeline; but they have also been experimenting with barges and have converted a Liberty ship as an experimental liquid methane tanker. Nevertheless, Conch and the British project seem well ahead in this technique.

" Freezing " methane into a liquid, storing it in an insulated tank, moving the tank around within a sea vessel—none of these present great technical problems, though the temperature involved, minus 258 degs. Fahr., does set some problems regarding materials. The real problem is doing all these things commercially. Who was it said that any fool can do anything; an engineer is the man who can do it more cheaply? The test voyages of the *Methane Pioneer* in 1959-60 showed the technical possibilities—and gave the first indications of the costs that had to be brought down—of ocean movement of methane.

Since then considerable technical and economic intelligence has gone into scaling those costs down, by scaling the ships and the size of the operation up—to a level that will allow the methane, landed, regasified, and piped to area gas boards, to be reformed into British town gas and put into our mains at a cost of about 8½d. a therm. That compares with roughly a shilling a therm, to take a rough national average, for British gas-making costs nowadays. It is true that by the time the gas reaches us it costs about 1s. 9d. a therm, but this is partly because our large and rambling network of gas mains is under-utilised, because gas consumption has never shown the dramatic increases of electricity in recent years, and its distribution costs remain high. Cheaper gas at the gasworks, offering perhaps some reductions in price—at least, compared with what gas would otherwise have been by 1964-65 when the methane begins to arrive—might mean larger consumption, better utilisation of capital, and hence lower costs all round, which is one of the ways that electricity has benefited from its steady increases in demand.

The scale of operations at which the Gas Council and Conch have been able to achieve these lower costs for gas involve the supply of some 700,000 tons of liquid methane a year, which, when regasified, amount to 354,000,000 therms. It will mean about fifty-eight round trips a year to the Thames Estuary from the liquefaction plant and tanker terminal at Arzew, in Algeria. The natural gas will come by pipeline some 300 miles from the gasfield at Hassi R'Mel, in Algeria, to this liquefaction plant, which is being built by Conch in conjunction with the French companies operating in Algeria. At Canvey Island on the Thames Estuary another tanker terminal is to be built with the special storage tanks required for this intensely cold liquid. The liquid methane will be pumped as required to regasification equipment and then piped through a new 18-in. gas main that is to be laid diagonally across Britain up to Merseyside. This will deliver methane at different points to seven of Britain's area gas boards. Most of them will turn it into town gas in special " re-forming " plants; but in certain locations it may also be mixed with lower-grade gas produced in Lurgi plants on the coalfields. Raw methane is about twice as high in heat value as the gas we put through British mains. In order to convert it to our standards one can mix it with rather larger volumes of gas with much lower heat value, such as might be produced in coal plants of this kind.



The diagram shows the Gas Council's proposed method of importing natural gas from the Sahara to Great Britain. Methane from the huge Hassi R'Mel field would be liquefied at Port Arzew, near Oran, and then transported in two specially constructed tankers to a storage terminal and regasification equipment at Canvey Island, Essex

It has been the hope that Britain might get most of its cheaper gas from plants of this kind, built to produce low grade gas from cheap coal without coke, that led the National Coal Board to feel that a decision on methane should have been postponed until the end of a joint study that it and the Gas Council have arranged of the economics of the Lurgi gas-making process. The Gas Council, some of whose members are not enthusiastic at all about the Lurgi process, and in some of whose areas it could have little application, felt that it must get on with the methane project which it had already taken to such an advanced stage of preparation. Even this gas could not be delivered before 1964; waiting for large-scale Lurgi plants, whether or not these would make use of methane as well, might mean waiting until 1965-66.

The Gas Council says that it has not abandoned its interest in the Lurgi process—or in other advanced methods of making gas out of coal. But in its present state of sharp competition from oil and electricity it cannot wait for cheaper gas until every possible process is proved. Methane may involve some extra import costs (though not much, compared with oil for gas-making); it involves some political risks, though there are many other places besides Algeria from which methane could be shipped once liquefaction plant was put in. But its great advantage is that it offers the British gas industry the chance to compete on new terms fairly soon. This is a nationalised industry that cannot afford to wait.

BASIS FOR BUILDING

A reinforced concrete building is in the early stage of construction, by the Thames, at Lambeth in London. On the other side of the river, in the left background, is High Tower, a block of flats in Westminster. In centre, behind the base of the crane, is Millbank Tower, the tallest building in London

Cement and Concrete are closely allied terms. Concrete, the most widely used modern building and civil engineering material, is composed of stones and sand, usually known as aggregates, which, when mixed together with water and cement, become a homogeneous mass. The active ingredient in this mixture and the only manufactured one is Portland cement. There have been, and are, other varieties of cement but in the context of the building industry cement invariably means Portland cement. Portland cement was first patented in 1824 by Joseph Aspdin—a Leeds man—who gave it this name because when set hard it resembled Portland stone.

Cement is simply a mixture of limestone—usually in the form of chalk—and clay, burned in a kiln. The resultant clinker is ground to a fine powder. In 1960 some 13,500,000 tons of cement were manufactured in the United Kingdom compared with 10,300,000 in 1950 and 5,030,000 in 1930.

The Portland cement industry in Britain is not a large one in terms of the number of manufacturers. The largest is in fact also the largest manufacturer in the world with interests and works spread all over the globe including North America. Indeed, while exports of cement from Britain have tended to fall in recent years, this fall has been more than counterbalanced by the output of new plants opened overseas by British manufacturers.

In the field of industrial relations British manufacturers of cement have an outstandingly good record. The industry is not a large employer of labour since cement manufacture is largely a mechanised process. But there have been no major labour troubles and the industry is far-sighted in its safety record, amenity facilities and profit-sharing schemes.

These settled conditions have contributed to a high overall level of efficiency. As a result, increases in cement prices have been comparatively much less than most other building materials—or indeed of any other staple materials in the national scene. It is worth noting that it was the cement industry which gave a lead in 1955 by voluntarily guaranteeing stabilised prices for cement for a twelve-month period. More recently the cement industry has achieved the almost unique distinction of having its pricing agreements approved by the Restrictive Practices Court as being in the public interest.

At the present time cement manufacturers are engaged in an apparently endless struggle to keep up with an ever-increasing demand for cement in Britain by extending and modernising existing plants and by building new ones.

The manufacturers are also constantly engaged on research and development work to improve the range of their products so that apart from ordinary Portland cements, it is possible to buy variants which will allow concrete to harden more quickly, which are coloured or white, which will produce concrete more resistant to certain forms of chemical attack or can be stored in damp, unsuitable surroundings without deteriorating. A typical example of service is the rapid development of bulk delivery so that the cement is dispatched to building sites in large containers rather than in bags. This not only simplifies work for the contractor on the site but reduces the cost of cement by dispensing with the expense of bags.

The individual manufacturers themselves provide technical advice and information on cement and concrete, but in addition some twenty-five years ago they founded a separate organisation, the Cement and Concrete Association, to provide a comprehensive

Concrete columns will support the concrete roof of the 6,000,000-gallon reservoir at Basildon, Essex. Construction is being undertaken by The Cementation Co. Ltd.

College House at the new University of Sussex at Falmer was designed by Sir Basil Spence, R.A. The structure is being erected by the Modular Concrete Co. Ltd.

The chocolate biscuits factory for Cadbury Bros. Ltd. at Moreton, Cheshire, is roofed with concrete shells. Contractors are A. Monk and Co. Ltd. and J. Gerrard and Sons Ltd.

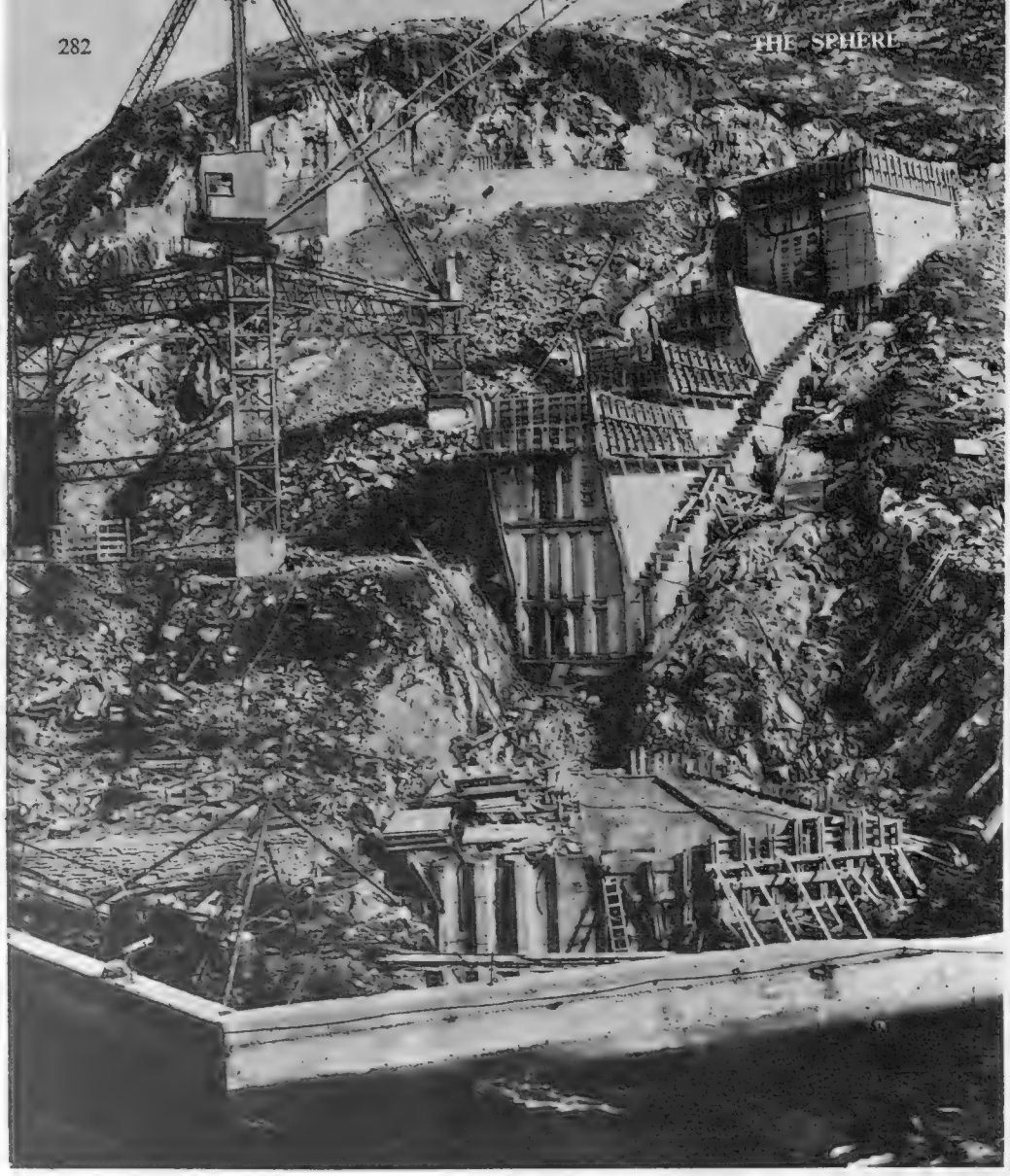
A section of the Pedestrian Precinct in Stevenage, Hertfordshire, one of the New Towns of Britain

service to all users of cement. Its publications and its technical advisory service provide continuous help while its training courses have been attended by more than 9,600 architects, engineers and others in the past twelve years. The work of its Research and Development Station at Wexham Springs, in Buckinghamshire, covers many aspects of the uses of concrete and is famous far beyond this country.

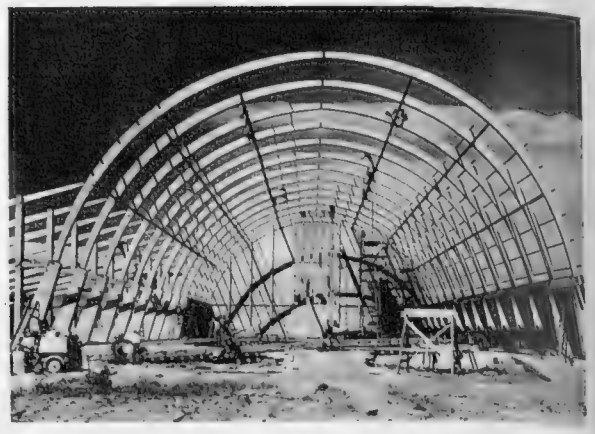
Cement is used to make concrete and the demand for cement is constantly rising as more and more concrete is needed. The general outlook suggests that regardless of the increasing volume of work within the building industry, proportionately more concrete is likely to be used as its range of application increases and replaces older, more conventional methods of construction. This is a development which is by no means limited to this country—in many other countries this acceleration of demand exceeds ours. The causes are generally the same—the economy and versatility of concrete. New ideas, new techniques both in design and construction have contributed to this. The technique of pre-stressing, the development of thin shell roofs and the trend towards pre-fabrication are perhaps the most important factors.

(*Continued on following pages*)

Bridstow Bridge on the Ross Spur Motorway in Herefordshire. Main contractors were Tarmac Civil Engineering Ltd., consulting engineers Scott and Wilson, Kirkpatrick and Partners and consultant architects Ansell and Bailey



The initial concreting for the Monar Dam of the North of Scotland Hydro-Electric Board. Mitchell Construction Co. are the contractors and Sir William Halcrow and Partners the consulting engineers



The concrete ribs of the storage building of Windmill Fertilizers in Durban

The interior of the new Coventry Cathedral which is being built by John Laing and Son Ltd.

BASIS FOR BUILDING

(*Continued from previous page*)

The most noticeable change, however, is one governed almost entirely by economics alone. Before the war tall buildings were far less common than they are today and those that were built usually had structural frameworks of steel. Today those frames are built in reinforced concrete because it saves money to do so. Moreover, as the contractors have gained experience the construction of these buildings has become quicker, too. Prefabrication has played its part also ; not only in the structural frames of these buildings but also in the walls. In many cases, attractive pre-cast concrete panels have been used to provide walling and one of the most noteworthy developments of recent years has been the successful attempts to introduce colour, texture and pattern into concrete.

In Britain housing has always been the greatest consumer of cement both for concrete and mortar. With the shortage of building land and the tendency to build tall blocks of flats both by local authorities and by private developers, it may well be that in future even more concrete will be used. Up to the present time it has always been rather more expensive to build tall flats than to build similar dwellings at ground level. The necessity to conserve land has compelled the construction upwards, but it has also compelled a search for more economic forms of construction. Techniques are now being introduced in Britain to produce internal concrete walls so smooth and fine that they can be painted or papered without first being plastered. This is a technique which has been used successfully in Scandinavia for some time. The increased use of lightweight concretes with improved heat insulation qualities is also a major factor in this field of construction.

Building high in concrete has by no means been restricted to housing. Some of the most spectacular developments have been in office building and examples can be seen all over Britain. Although many town centres now seem to be surfeited with new office blocks, a new and interesting trend has been developed to build office blocks on the fringe of the central areas where access to the centre is good but land is cheaper and transport facilities for staff better. Typical examples of this may be seen in Brentford, Fulham and Croydon in the London area and Edgbaston in Birmingham.

After the war this country embarked on a much-needed school building programme. Work began first on primary and secondary schools and the stage has now been reached where advanced technical schools, colleges of further education and the universities are the focus of building development. Existing establishments are being enlarged and improved and new colleges and universities are being built. Much of the work at the universities is typical of the high standards of design and construction attained in Britain today.

So it goes in most fields of building construction. New hotels, conference halls, swimming pools are planned or under construction. More factories are being built in concrete to provide better amenities for labour, cleaner conditions for working, and better fire resistance. Fire losses to industry have been very heavy and concrete is very resistant to fire.

The first nuclear power station was built in Britain and engineers in this country are constantly engaged in developing better, cheaper methods of producing electricity from the atom. Nuclear power stations already employ enormous quantities of concrete in providing massive shields to the reactors themselves, and in the foundations and ancillary works.

In recent years the start has been made on a modern road programme in Britain but it is going to take many years for Britain even to achieve parity with many of her European neighbours, let alone to excel them. A start has been made but much requires to be done—particularly to improve conditions in the cities. To supplement motorways like the M.1 there must be urban motorways and facilities for more off-street parking to clear city streets of parked vehicles. British designers and contractors are more than capable of carrying out this work; some recent examples like the Hammersmith Flyover bear witness to this. Road and bridge works require large supplies of cement and use vast quantities of concrete. In addition, the railway modernisation programme with its electrification schemes has required many new bridges, while new sheds and new stations are being built to provide better services.

The future of cement and concrete would appear to be even brighter than the present. The cement manufacturers continue to increase production to keep pace with demand both at home and overseas. It seems very likely that this demand will itself continue to grow.

In Britain more tall buildings, newer, more efficient factories, better road, rail and air facilities and a generally higher standard of living will all tend to increase demand. Abroad the development of Africa and Asia will create even greater demands than the home market. As long as Britain's civil engineers look ahead they should do better than ever.

The finished building in Durban, constructed by Rush and Tompkins

The new building of the Commonwealth Institute in Kensington, London, is another structure for which John Laing and Son Ltd. are responsible. Architects are Robert Matthew, Johnson, Marshall and Partners

Kemp House, in Soho, London, consists of shops, offices and flats. It was built by Wates Ltd.

The experimental Dragon reactor under construction at the Atomic Energy Establishment at Winfrith, in Dorset. Turriff Construction Corporation are building it

The pre-stressed concrete Went Viaduct is an important link in the Went By-pass in the West Riding of Yorkshire. Taylor Woodrow Construction Ltd., are the contractors

One of the two new buildings at the Cement and Concrete Association's Research Station at Wexham Springs, Bucks, erected by Richard Costain (Construction) Ltd.

BOOKS

CONTEMPORARY PROBLEM

A study of alcoholism in the U.S. and France; extraordinary Victorian figures; and this week's fiction and thrillers

M. Joseph Kessel, distinguished French writer, is a novelist whose work has included a series of novels about post-First-World-War life in Paris and, much more recently, *The Lion*, a magical, imaginative story about an African game reserve and, more significantly, a small girl whose relations with wild animals had the complete trust of innocence. Being a born writer and therefore a born inquirer into human problems his range is elastic and in his latest book, THE ENEMY IN THE MOUTH (Hart-Davis. 15s.), he has chosen to write about the incidence of alcoholism today, as he has observed it in France and the United States, with particular reference to the organisation of Alcoholics Anonymous, a loosely framed but effective society chiefly composed of, to put it mildly, reformed drunkards. The subject is necessarily not attractive, but it is a very real contemporary one and M. Kessel has treated it objectively and sanely.

EARNEST VICTORIANS (Heinemann. 25s.) is Mr. Robert A. Rosenbaum's collection of studies dealing with those contemporary figures: Lord Ashley, Newman, Elizabeth Barrett Browning, Dante Gabriel Rossetti, Charles Darwin and General Gordon. The writer has seen them as embodying one aspect of the spirit of that age: the blend of conscience with adventure and, in their several ways, no figures could have been more illustrative of that *zeitgeist*. Mr. Rosenbaum's method has not been to give complete biographies but to present each extraordinary personage at a crisis in his or her life and he has made a free and effective use of their own diaries, letters and the comments of their own contemporaries. This is an eye-opening volume, unpretentious and, unexpectedly, exciting.

There is a case for the opinion that too many novels are published nowadays but when one has the opportunity to sift some of them it is difficult to see how else a vital, imaginative stream of fiction can be propagated. For instance, this week's selection includes, among others, Miss Elizabeth Berridge's ROSE UNDER GLASS (Heinemann. 18s.), which may not be a world-beater but is certainly a story by an author with something to say and a sensitive, civilised way of saying it. The setting is England and, episodically, Greece; the time is the present and the cumulative effect vivid and enormously human.

KILLING A MOUSE ON SUNDAY (Collins. 16s.) is the first novel of a well-known maker of films, Mr. Emeric Pressburger, who wrote and co-produced such screen successes as *The Life and Death of Colonel Blimp* and *The Red Shoes*. Here his subject is the final phase of a twenty-year-long drama: the career of an ageing Spanish bandit on the Pyrenean border. Dramatic, and with a predictably visual sense of description.

Mrs. Muriel Spark's new novel is THE PRIME OF MISS JEAN BRODIE (Macmillan. 13s. 6d.); the story of a schoolteacher whose finest hours were spent in a highly individual form of education for her girls' classes. Miss Brodie's methods are her own, her successes often deserved, her downfall bitter. There is the implicit wit which one expects from this writer and the odd after-taste of an unhappy, discomforting quality.

PICASSO is surrounded by admirers and photographers as he inspects the exhibition of his work held in the small French town of Vallauris, Provence, in honour of his eightieth birthday. Vallauris has gained fame for the pottery, decorated by Picasso, produced there

Continuing the series of the late Scott Fitzgerald's works the latest and fourth volume includes his novel, *The Beautiful and Damned*, and two longish short stories, *The Rough Crossing* and *Babylon Revisited*, the latter written in 1931 and reminding one, all over again, what the world lost in this evocative, elegant and, as one realises increasingly, influential author. SCOTT FITZGERALD, *Vol. IV* (Bodley Head. 20s.), should need no other recommendation than that it completes the cycle of his works now in print.

One of the least familiar aspects of the American Civil War is that part of it which was fought at sea and Mr. David Divine's novel, THE IRON LADIES (Hutchinson. 21s.), goes some way towards repairing the gap in our knowledge. Mr. Divine has written about the events leading up to the battle between the iron warships, *Monitor* and *Merriman*, and he has brought verve and, undoubtedly, considerable research to his exciting account.

Of this week's detective stories the best by a long way is the American contribution, QUIDNUNC COUNTY (Eyre and Spottiswoode. 16s.). Mr. Richard Martin Stern has an agreeable style, an unusually perceptive sense of character and a worldly acceptance of the less vicious human foibles. The result is adult, entertaining and, until nearly the last pages, mystifying. Mr. Erle Stanley Gardner's latest is THE CASE OF THE TERRIFIED TYPIST (Heinemann. 13s. 6d.) and it features Perry Mason, who by now is surely the best publicised courtroom lawyer in fiction. Well up to standard, as his fans will be glad to hear. SPINE CHILLERS (Elek. 25s.), a massive anthology of mystery and horror stories, has been selected by Elizabeth Lee and includes such classics as Edgar Allan Poe's *Pit and the Pendulum*.

Vernon Fane

PAST CIVILISATIONS

Jacques Soustelle on the Aztecs and Louis Baudin on the Incas

Jacques Soustelle, the politician who paved the way for de Gaulle's second assumption of power and who has been in the political wilderness since the first Algerian revolt, is also an international authority on Mexican archæology and sociology, a parallel career in which he has for many years been Director of that celebrated ethnological museum, the Musée de l'Homme. Fruit of his labours in the field of scholarship is a survey of THE DAILY LIFE OF THE AZTECS (Weidenfeld and Nicolson. 30s.). M. Soustelle has chosen for his survey the point of time marked by the eve of the Spanish Conquest. M. Soustelle handles his dramatic story with enormous sympathy, as witness his closing words: "The Aztec culture so suddenly destroyed is one of those that humanity can be proud of having created."

One can be quite sure that Louis Baudin has not the same feeling about the Inca civilisation as Jacques Soustelle has about the Aztecs. In DAILY LIFE IN PERU (Allen and Unwin. 28s.) he reveals a mechanism of government of "sad but surprising perfection"; he tells of a people who knew what their lot would be from birth to death, with security against famine and invasion set against a background of architectural magnificence. Where Soustelle is the scholarly enthusiast, Baudin is the doubter; or that is the impression he certainly conveys. One almost wishes, that with so many gaps in our knowledge of the Inca people, the author would be willing to give the benefit of the doubt to this "too perfect and therefore unattractive society."

Denis Sefton Delmer, destined to be one of the outstanding foreign correspondents of our time, was born in Berlin in 1904, the son of an Australian teacher who became lecturer in English at Berlin University. Somehow or other the Delmers never left for home at the start of World War I, and so it was that the author, while his father was in a prison camp, had the unique experience of going to school in a Germany at war with the British Commonwealth. One would expect that the boy's sufferings at the hands of chauvinistic and bellicose German youth would have been formidable and sustained; but such was not the case. He records in Volume One of his autobiography TRAIL SINISTER (Secker and Warburg. 30s.), that he received much kindness and sympathy, and that his schooldays in Berlin were happier than when he came to London towards the end of the war and after his father's release. Mr. Delmer describes his first years as a reporter in post-war Germany, the golden '20's in Berlin. The author sees this mad whirl as a sort of Pompeian revel before the eruption of the Nazi volcano and the chapters that follow, based on day-to-day reportorial experience, make fascinating if doleful reading.

THE CONDUCT OF WAR (Eyre and Spottiswoode. 30s.) is by Major-General J. F. C. Fuller, who here makes an assessment of the human conflicts which have beset us since the days of "the limited wars of the absolute kings." His findings are deeply disturbing, revealing in the Western world particularly a barbarity of approach which he says did not even exist in Napoleonic days. Brigadier Sir John Smyth, V.C., under the title SANDHURST (Weidenfeld and Nicolson. 36s.), has written a history of Britain's two celebrated military academies, the Royal Military Academy, Sandhurst and the Royal Military College, Sandhurst. Their descendant is the Royal Military Academy, Sandhurst. The survey covers the years from their foundation in the eighteenth century, when the life of the gentleman cadet was wild and his studies spasmodic, to the present day.

GREAT ENGLISH ESSAYS (Cassell. 30s.) has been selected and edited by James Reeves, an anthologist most catholic in his taste. From Bolingbroke's study of Patriotism, to De Quincey's meditation on Macbeth, and James Thurber's satire on sex instruction is a long literary stride.

Colin M. Turnbull's THE FOREST PEOPLE (Chatto and Windus. 25s.) is the work of a young anthropologist who has spent over three years in field work, largely in the Ituri Forest among the Bambuti pygmies. Mr. Turnbull sets down his story in a simple, direct and charming way, showing a very real understanding of these little people of the Congo forests, but his simplicity does not mask his scholarship and intensive study.

Richard Edmonds

THE RULERS OF MODERN ART

Minotaur moving his house, painted in 1936. It is one of the pictures illustrated in David Duncan's *Picasso's Picassos*

Pablo Picasso is eighty years old. It should therefore follow that he is an old man. But who, looking at his fantastic and continuing output, would dare to say so? Who, with his paintings in sight or in mind, would think of his age at all? To celebrate his birthday last month an appropriately magnificent volume has been published, the fruit of a successful collaboration between the master himself and his photographer friend, Mr. David Douglas Duncan, who spent six months photographing in colour 500 of the paintings in Picasso's own *cache* of the pictures he has kept for himself. It would be too much to expect that this should be a comprehensive record of Picasso's work: that would be overwhelming, cumbersome and, in a word, impossible. But PICASSO'S PICASSOS (Macmillan. £7 7s.) is the very next best thing, a brilliant, exciting and very personal document in pictures of the work which the painter cherishes.

The first work Mr. Duncan has included is a group of the Holy Family, painted in 1895 when Picasso was fourteen; the last is an amusing and lively "Homage to Jacqueline," his present wife, in praise of a dish of eels which she prepared for him last December. In between are nearly 200 coloured reproductions which are extraordinarily faithful in colour and tone and for these alone the book would be a treasure. Great artists are always in a sense revolutionaries, and Picasso's work has aroused, and still arouses, fierce controversies. But for people who care for superb painting there is so much richness here and such fantastic variety—he must be the least static artist alive—that there is a personal discovery to be made for many, many individual tastes, from the tender gravity of some of his portraits of women to the electric gaiety and splendid colour of his abstractions.

Mr. Duncan has accompanied the illustrations with his own text which serves as descriptive captions and as more intimate background notes. He has also provided a word-profile of Picasso himself, accompanied by some wonderful colour photographs of the artist at work, delightfully at play, in moments of reflective study or posing, rather endearingly, in semi-fancy dress. Mr. Duncan is probably one of the best photographers in the world, judged by this book alone. He is also a most sincere and almost devout admirer of Picasso and this enthusiasm has sometimes overflowed into an embarrassing floridness of writing. But the book, I repeat, is a treasure.

The great Cézanne, inimitable and unhappy genius, is the subject of a moving biography by M. Henri Perruchot, who writes not only with sympathy of the painter's life and work, but has an exceptional capacity for understanding the man himself, his disappointments and setbacks, as well as his complete devotion to his art. In maturity and till the end of his life almost all Cézanne's conversation would centre on what he called the "damned business of painting." Success came to him very late and only modestly. CEZANNE (Perpetua. 42s.) is a tribute to the artist and it is also a profound and sensitive piece of work.

V.F.

A portrait of Marie-Thérèse, painted by Picasso in 1938

Jacqueline Picasso—painted in oil with charcoal in 1954

INDUSTRY AND THE STOCK MARKET

TOWN HALL LOANS

By "THE SPHERE" CITY CORRESPONDENT

Britain's Town Hall treasurers now depend to a large extent on money raised from private investors and industrial companies. Many millions have been loaned to local authorities, for periods ranging from seven days to several years. In this way many towns and counties have based their finances on money which is available for only a relatively short time—given that many local authorities' projects, such as building schemes, must be planned for years ahead. Local authority treasurers were first induced to use these relatively short-term funds because suitable longer-term finance was not readily available. Raising funds on the Stock Exchange through an issue is possible only for the larger authorities, and the interest rates that have to be paid for the duration of the loan may appear unduly high. This second factor, the high cost of borrowing funds over recent years, also explains why some local authorities have not been enthusiastic at approaching long-term lenders such as the Public Works Loan Board.

For these reasons local authorities have been led to borrow on a short-term basis. But how could they be sure that a large volume of short-term funds would be available? The brief answer is that the market in funds for local authorities, which has always been active, broadened under the new demand. Industrial companies realised that local loans were a useful outlet for surplus funds, as did foreign investors who wished to take advantage of high interest rates in Britain. Local loans offered higher returns than Treasury bills, the main alternative channel for short-term surplus funds, while they clearly enjoyed higher status than deposits with hire purchase finance companies.

As a result of these moves, local authority loans now offer useful openings for investors who want to invest even small sums, with maximum possible security for periods of up to ten years. Investors who can command £5,000 or more will be able to obtain special terms, while companies and others who deal in sums of £50,000 or more at a time will operate in the City of London's mortgage market. But even for investors with as little as £50 available, local loans are attractive. Arrangements can be made direct with the treasurer concerned, and there are no expenses to the lender. All local loans rank as trustee investments.

Surveying the terms available to investors is complicated, for rates and other conditions change and would-be lenders must watch for advertised details. There are three factors to consider—the minimum amount which treasurers are prepared to accept, the period for which the loan is to be made, and the rate of interest that is paid. Among authorities that will appeal to small investors, Newcastle recently advertised for loans of as little as £50, for as long as seven years, paying $6\frac{3}{4}$ per cent. Among other large borrowers, Manchester is also prepared to accept as little as £50. Worcester, for instance, has been asking for at least £1,000, Portsmouth and Barking for £500, although Devon County Council were prepared to accept £100. On the duration of loans, none of those recently advertising their terms were prepared to accept funds for less than two years. This was not unreasonable—especially as any lender who needed to realise his funds could either approach the authority or, alternatively, offer the loan as bank collateral. Almost all local authorities are prepared to accept loans for up to five years, which has attractions for investors who believe that current interest rates are high. Those who strongly take this view will prefer local authorities who will take funds for even longer. These include Newcastle, whose maximum was recently given as seven years. Stretford were also prepared to extend to seven years, while Swindon and one of the urban district councils would accept funds for as long as ten years.

On the third point of comparison, respective rates of interest, there is normally little difference between the authorities. When this survey was made, the general rate was $6\frac{3}{4}$ per cent., offered by thirteen out of the fourteen authorities who publicised their terms.

Speaking generally, investors who are attracted by local authorities' loan proposals will do best with the largest or smallest borrowers. The largest, such as Manchester or Newcastle quoted above, will be able to offer attractive terms as their turnover of funds is large and they are well placed to attract new money. The smallest borrowers, such as certain urban district councils and rural councils, will tend to offer attractive terms because they do not normally operate on a large scale in the loan market. For most investors, therefore, the choice will lie between, say, Manchester or Newcastle on the one hand, and, for instance, West Ham Corporation or Thurrock, Essex Urban District Council on the other.

For investors who have several hundred pounds or more available and who are prepared to look rather further ahead, one interesting development recently has been the issue of local authority bonds. Earlier this year, Derbyshire County Council issued eight-year bonds, in multiples of £100, bearing interest at 6 per cent. and offering a £2 per cent. discount on the nominal price. Staffordshire followed with a seven-year issue, offering $6\frac{1}{8}$ per cent., and priced at £99 per cent., though with a minimum investment of £1,000. More recently Newcastle have offered seven-year bonds at £98 5s. per £100, with interest at $6\frac{1}{2}$ per cent.

GOOD LIVING

By Ganymede

To many people the name of Grosvenor House conjures up visions of vast banquets in the Great Room. Considering the numbers involved, these are prepared and served with amazing efficiency, and again considering the numbers, are of a very high standard. But this is only one side of the work created and supervised by M. René Lebègue, *Chef des Cuisines*, who is probably responsible for more meals per day than any other hotel chef in London. This is not his only record. Having joined the hotel as *chef saucier* in the late '20's when it was opened, he became the youngest *chef de cuisine* when he was promoted to his present position in 1933.

With his considerable staff today he controls the kitchens which feed the Great Room where 1,500 or more diners sit down together, the restaurant where there is a dinner-dance nightly, and the recently opened Burghley Room, which has taken the place of the Grill Room.

I had lunch in the new Burghley Room the other day and tried some of its specialities the choice and composition of the menu was suggested by M. Lebègue. The room itself is tastefully decorated in a fairly serious mood, with little to distract from the main purpose, that of good eating and drinking. The walls are dark without being sombre, and the severity of the modern style is pleasantly relieved by a seventeenth-century flower painting in the focal point (lent by the Marquess of Exeter, after whom the room is named), and three carved and gilt eighteenth-century mirrors. The room is managed by John Piazzoni —as was its predecessor, the Grill Room—with tremendous charm.

Our lunch started with *Brochette de Scampi à l'Oriental*, a most attractive-looking and tasting dish, consisting of scampi grilled on a skewer garnished with *rice à l'Oriental*. The latter is a pilaff brightened in looks and flavour by chopped pimentoes, almonds and peas; the sauce served with this delightful dish has a curry flavour. The next course, *Suprême de Volaille Burghley*, has a story. It is an original of M. Lebègue's, based on a meal he had on a small farm in Picardy during the war, when he took part in the invasion of France as a Quartermaster-Captain, R.A.S.C., and is a sophisticated adaptation of the original version. The *suprêmes* are cooked in Calvados with shallots and the final cream sauce is also flavoured with Pernod and fennel. This makes a very unusual and interesting dish. To finish with we had the fluffiest possible *Crêpes Soufflés*. Flavoured with rum, as light as a feather, they were filled with sliced fresh peaches. We drank one wine with the whole lunch as a happy compromise, an estate bottled Corton Charlemagne 1955 by Louis Jadot. This made an excellent accompaniment. These were only some of the Burghley Room specialities. A full *à la carte* menu is supplemented by a list of them, changed from time to time.

When I was there, this list of specialities included other favourites of mine, such as *Grenouilles Sautées à la Bordelaise*, *Omelette Normande* and Sole Lord Darling, to mention only a few, and a special item, *Suprême de Faisan à la Façon du Chef*. This is described on the list thus: "*Suprême* of pheasant gently cooked in butter, finished with Cognac, shallots, fresh cream and *sang de lièvre*. Dressed on a base of shallow fried celeriac and garnished with *Morilles*." I know what I shall choose for my next lunch there.

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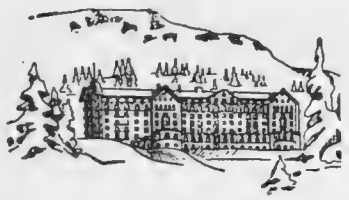

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MOTORING

ABOUT ROUNDABOUTS

Towards the electrically propelled car; rapid servicing; some books

By **COURTENAY EDWARDS**

Roundabouts form one of the most controversial and exasperating features of the British motoring scene. When properly designed they can be extremely useful, but in too many cases they are badly shaped for the traffic pattern at the road junctions they serve. On the main traffic arteries leading in and out of many of Britain's big cities and towns they are often the scene of such infuriating muddle at peak hours that police officers regularly admit their failure by helping to sort out the tangles.

The provision of under-passes like that under construction at London's Hyde Park Corner and those already in use on Western Avenue and the Kingston By-pass is an important step forward. We want many more of these under-passes—or fly-overs—but the cost is great and the engineering problems are often immense. Many motorists ask me why greater use is not made of temporary fly-over bridges to study the benefits, at the worst trouble spots, of the two-level approach to this biggest of all traffic problems. A temporary bridge which seemed to come into being overnight has long been a valuable feature of the emergency traffic arrangements at Hyde Park Corner.

In Birmingham last month they put up, in less than three days, the world's first prefabricated portable fly-over to relieve one of the city's worst bottlenecks from congestion for the next ten years while the junction is improved permanently. It weighs 300 tons, is 790 ft. long and cost £80,000. Bravo, Birmingham! If you can do it, so can other cities. Your experiment will be watched with close interest and, I hope, widely copied.

So will the Road Research Laboratory experiment at the busy Gant's Hill roundabout at Ilford, Essex, where the traffic lights have been switched off and replaced by signs asking drivers to "Give way to traffic from right." Whatever comes of it I welcome the move, if only because it hints that the Transport Ministry is becoming ashamed of the negative attitude towards roundabouts suggested by its Highway Code. In that rather disappointing document it shrugs off its responsibility with the casual statement that "There are no rights of way, in general, at roundabouts."

How would you like to own an economy car which needed no petrol, accelerated briskly without gears, ran with only a faint whine and did not pollute the air in any way with evil-smelling exhaust smoke? This sort of electrically-propelled car has long been the dream of automobile engineers and an important step along the road towards its realisation has been taken by the formation of a body called Energy Conversion Limited, to develop fuel cells.

These are devices which generate electricity directly from chemical energy. We all know how oxygen is used to produce energy from fuels like oil and coal in the form of heat. In a fuel cell these and other fuels—including hydrogen and methane—can be made to combine with oxygen to produce electricity instead of heat.

It is significant that the British Petroleum Company is one of three important British firms which have joined with the State-sponsored National Research Development Corporation to form Energy Conversion Limited, the others being British Ropes and the Guest, Keen and Nettlefold group. Together they will continue on a wider front the research work on fuel cells already carried out in Britain with the encouragement of N.R.D.C. One of the researchers they have helped is Mr. F. T. Bacon, a Cambridgeshire engineer who, more than two years ago, demonstrated in a fork lift truck a fuel cell which, however, needed no more power than that used by a two-bar electric fire.

Parallel research has been going on in other parts of Britain and in other countries, including the U.S., Germany and Russia, and just over twelve months ago the Shell Research Centre at Thornton, Cheshire, claimed to have produced a cell capable of yielding five times as much power for its size as any other fuel cell. The N.R.D.C. has reciprocal agreements about licences and the exchange of information with U.S. firms actively engaged on fuel cell research. Practical fuel cells have already been produced in the U.S. for satellite experiments.

A Surrey garage firm has been using "golden voice" telephone girls to sell cars. I learned about this when I called on Lamberts, of Kingston-on-Thames, one of the biggest Ford main dealers in Britain, to get a progress report on the "Rapid Flow" car servicing system they introduced ten months ago.

Mr. Douglas Watson, chairman of the company, claims it is the most modern installation of its kind in Europe and is capable of handling 175 cars a day, including 140 for the 1,000-mile service, which costs between 14s. 6d. and £1 4s. 6d. His managing director, Mr. A. L. S. Williams, told me: "Motorists appreciate not having to ring up to book an appointment. They just bring their cars along, irrespective of make and model, at any time. To ease the storage problem we give a 10 per cent. discount, ranging from 1s. 6d. to 2s. 6d., if the motorist waits while his car is being serviced.

"It takes only a quarter of an hour at most, unless there is any special work to be done, and we have a waiting-room where the motorist can sit and watch his car being greased. There are magazines to read and slot machines for hot coffee. On the "1,000-mile service" line we have averaged eighty-eight cars a day over the last five months. We move the cars along on trolleys and use time-and-motion techniques."

Where, you may be asking, do the golden voices come in? They are used to ring up the many new customers brought to the garage for the first time by the "Rapid Flow" service facilities. These are primarily courtesy calls to ask the customer if he is satisfied but the question of a new car is also ever-so-tactfully mentioned. There is no age bar for these new-style "Hello!" girls but, I am told, they must have charm as well as a quick wit.

This Lancia Flaminia 5/6 seater saloon is one of the first of the right-hand-drive versions of the Italian car to be delivered in Britain. It is powered by a 2½-litre V.6 engine and has a de Dion rear axle and a four-speed all synchromesh gear-box with steering column gear change. Its price in Britain is £3,601 including £1,133 purchase tax

During the Motor Show a wide variety of books piled up on my desk and I would like to mention a few of them. Two came from Odhams: *Learn to Drive a Car*, Michael Austin, 8s. 6d.; and *Ford Zephyr and Zodiac*, Leonard Holmes, 8s. 6d.

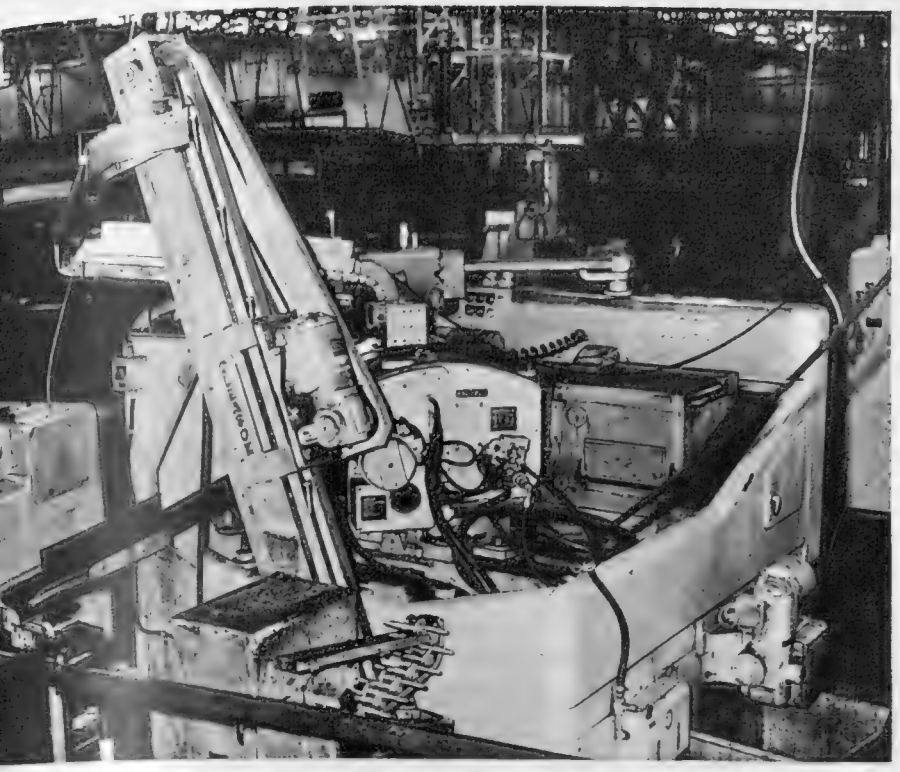
Austin's book is described as a complete guide to the L-test and the author—an R.A.C.-registered instructor who runs a school in London—claims that it is the first book of its kind to give a plan of tuition and hints to instructors. It explains in simple language, with clear illustrations, how a car works and there are sections on driving in fog and at night, the Highway Code, Advanced Driving and insurance.

One small criticism: on page 89, Austin writes: "Before pulling out to overtake you must check your mirrors and signal that you are about to pull out." I personally don't think there is any need to give a hand signal if you have made certain there is no-one coming up behind. I don't believe in needless signals. Better to keep both your hands on the wheel. If the writer was referring to a trafficator signal he should have made this clear.

Ford Zephyr and Zodiac is the latest of Odhams' owner-driver handbooks. It deals intelligently with the care, maintenance and overhaul of these popular six-cylinder cars.

From the International Labour Office at Geneva comes a new edition of *Maintenance and Repair of Motor Vehicles: A Practical Instruction Manual.* When the first edition appeared in 1955 it was primarily intended to help prevent the rapid deterioration of motor vehicles in under-developed countries in Asia.

The latest edition of *The Autocar Road Tests* (Iliffe Books. 6s. 6d.) reproduces twenty of the recent reports which appeared in that magazine on the latest cars of five different countries. They range from the E-type Jaguar to the Fiat Giardiniera.



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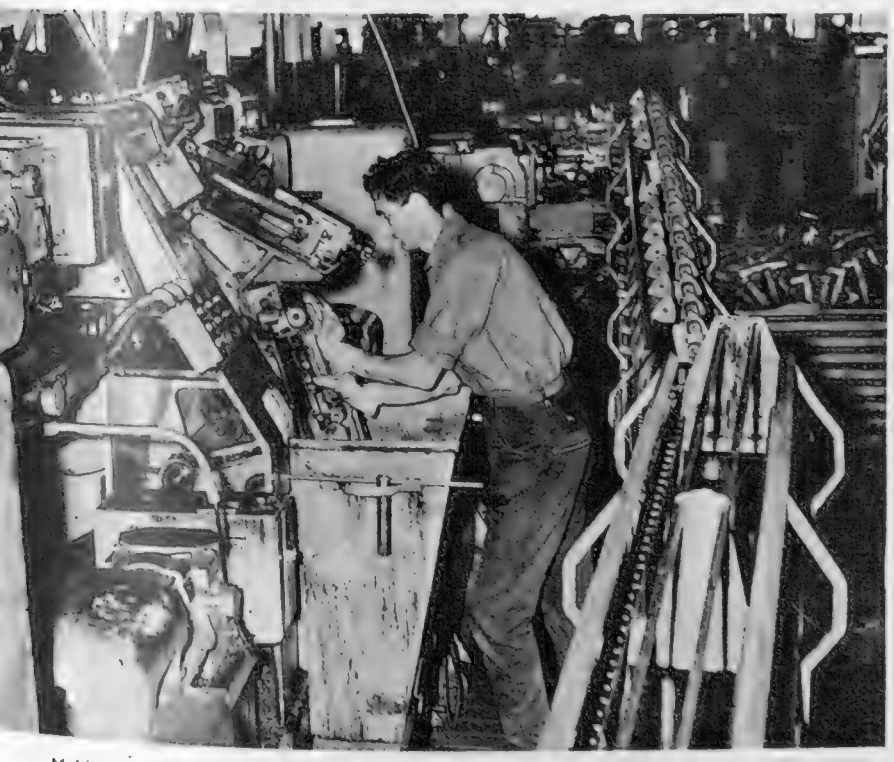

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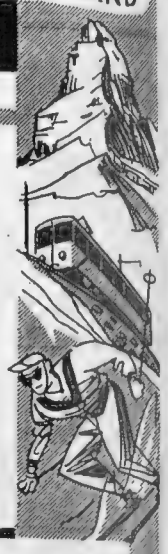

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Official Tourist Office, Tel. 027 / 5 21 79

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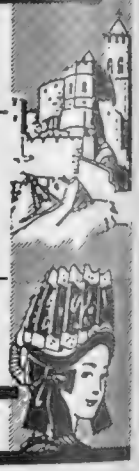
CHAMPERY-Planachaux, 3460-6000 ft. a.s.l. The wintersports resort «en vogue», opposite the majestic massif of the Dents du Midi. Good hotels, boarding houses. Ice-rink, curling, four ski-lifts, cable-airway, Swiss skiing-school.
Official Tourist Office, Tel. 025 / 4 41 41

MORGINS, 4600-6000 ft. a.s.l. Well-known resort of charm and distinction. Superb skiing-slopes. Plenty of snow and sun. Chair-lifts, ski-lifts, skiing-school, ice-rink.



Information: Swiss National Tourist Office, 458 Strand, London W.C.2, your Travel Agent or Tourist Office for the Valais Sion (Switzerland).

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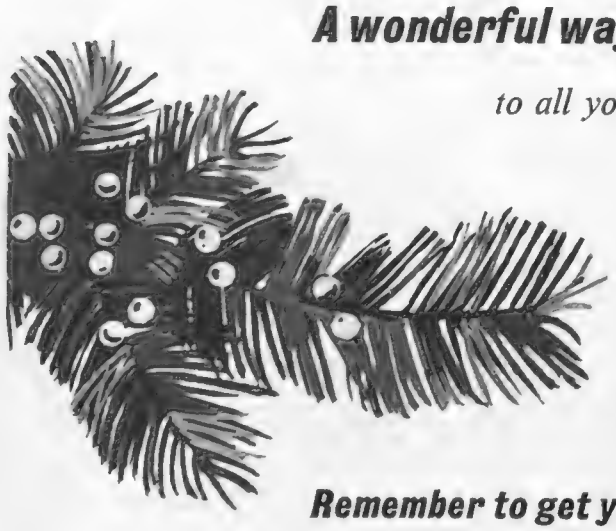

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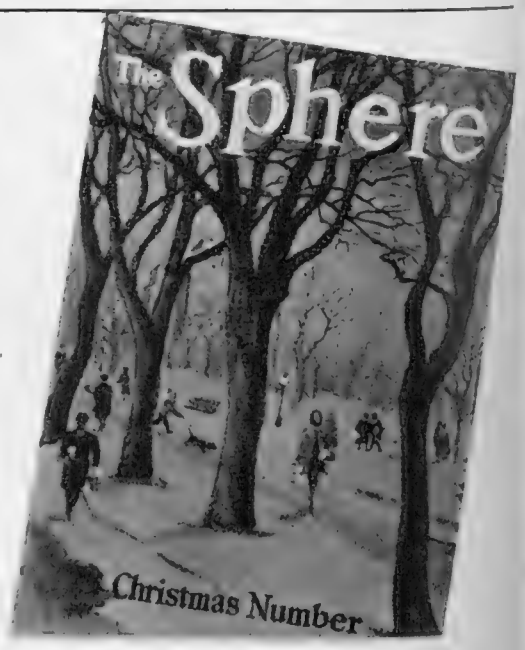

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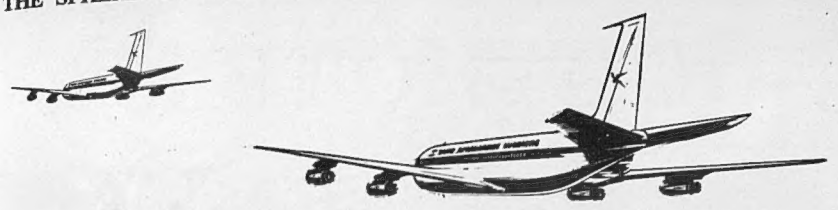

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

OUR GOLDEN LABRADOR is an adept in finding his patches of winter sunshine. Watching him sprawled out this morning, it set me on a seasonable train of thought . . . winter sunshine at home.

Those who go abroad must be blessed with both time and money, for to be certain of sunshine they will have to travel far. Though the British climate is more fickle, there are plenty of places where prolonged patches of winter sunshine can be reasonably expected, plus the surety of warm comfortable winter quarters.

One of the best " buys " in this respect is that first-class hotel—*The Victoria* at Sidmouth, in South Devon. Only yesterday a reader wrote me in praise of this hotel, and I cannot do better than quote from his letter: " The service was friendly and willing and the terms really inclusive."

The Victoria, ever since it came under its present ownership, has adhered to its policy " Come and be spoilt," and whether you stay there for a short or prolonged visit this coming winter, you will enjoy in sheltered serenity whatever winter sunshine the Clerk of the Weather has ordained.

Around the same price bracket, that long-established family hotel, *The Belmont*, should also be considered. Standing in its own grounds overlooking the sea front, a strong, personal relationship has been forged between the Fitzgerald family and their patrons. With a more sedate background than *The Victoria*, *The Belmont* is by no means stuffy. It has grown with the times, and of the fifty-five bedrooms, twenty have communicating bathrooms and toilets. All are most attractively decorated in varying pastel shades. Both catering and cellar at *The Belmont* are of the standard that one expects in a first-class hotel.

Before leaving Sidmouth, note three smaller hotels where winter prices are correspondingly lower.

Cedar Shade, a charming seventeen-bedroom Georgian house, five minutes level walk from the sea; gracious surrounds; warm and comfortable bedrooms; resident directors who personally interest themselves in one's welfare and, in the background, honest and intriguing cooking.

Royal Glen Hotel. Another Georgian house situated in a sheltered dell within range of the sea. Here Queen Victoria stayed in her infancy and maybe you could have her room—with wallpaper that is a replica of that in her nursery in Kensington Palace. Today the clientele, and especially winter residents, appreciate the restful comfort, modern amenities and the excellence of each day's menus.

Torbay Hotel is the third of my trio that has a wide winter appeal. Under personal direction, the pet whims and fancies of regular visitors are noted. The hotel stands on the level, close to both shops and sea, and with a lift to the upper floors.

The second post has just come in with a request for winter quarters from a married couple who love the country, irrespective of weather, provided they can be sure of solid walls, satisfying country fare, a cheerful lounge fire and a warm bedroom.

The creeper-clad *Swan* at Bibury, in the Cotswolds, dovetails in admirably with my enquirers' ideas for a winter retreat. Seven miles from Cirencester, ten from Burford, *The Swan* has for many centuries weathered the vagaries of our British climate. Nestling by the River Coln—well known for its trout—*The Swan* makes an admirable pivotal point for enjoying the Cotswold countryside by day and the companionship of the lounge bar of an evening.

Those who hanker for a blending of country-cum-sea should write to Miss W. M. Eliott at the *Wide Sea Hotel*, Downderry, on the South Cornish coast and only twelve miles from Plymouth. For many years Miss Eliott has catered for winter residents and, as most people have cars these days, or can hire one, what is twelve miles in distance for the security of peaceful surrounds, spells of winter sunshine, well-cooked meals, personal attention and a charming bedroom ?

We who live in the south tend to overlook the fact that the winter months can be spent most agreeably in the North, and it was good news to hear that *The Newton Hotel* at Nairn, in the notably dry climate of the Moray Firth, is remaining open throughout the year.

We were up there last September during a coldish spell, but what a feeling of opulence and warmth we experienced as we trod the rich red corridor carpet to our room and found the central heating full on. An admirable winter resort, especially for those who appreciate a golf links at the doorstep.

On the south coast of Lancashire (yes, the County Palatine has a south coast) will be found *Graythwaite Manor Hotel*, Grange-over-Sands. Believe it or not, this is one of the warmest and most weather-protected parts of Britain. Sheltered by the mountains of Lakeland and facing full south across Morecambe Bay, *Graythwaite Manor* was built on a secluded site immune from the noise of traffic. Here, in an environment of distinction, one can weather the worst that winter can bring.

Those who read these lines may be well content with the warmth and comfort of their own homes this coming winter. For all that, medical advice may be " A change of air and environment." Where can one go to be sure of warmth and contentment ? Some hotels are so much better equipped than others in this respect, so I suggest, should you be faced this winter with a post-operation-care problem, you consider one of the following.

The Burlington Hotel, Folkestone; where one experiences service and comfort of a high degree.

Bramley Grange Hotel, near Guildford; for country house contentment.

Dudley Hotel, Hove, where nothing is too much trouble.

Devoncourt Hotel, Exmouth. Very highly regarded both by winter residents and shorter stay winter visitors alike.

Rosetor Hotel, Torquay—First class, not too large to be impersonal, not too small when one wants to be alone and, an important point, there are no hills to climb.

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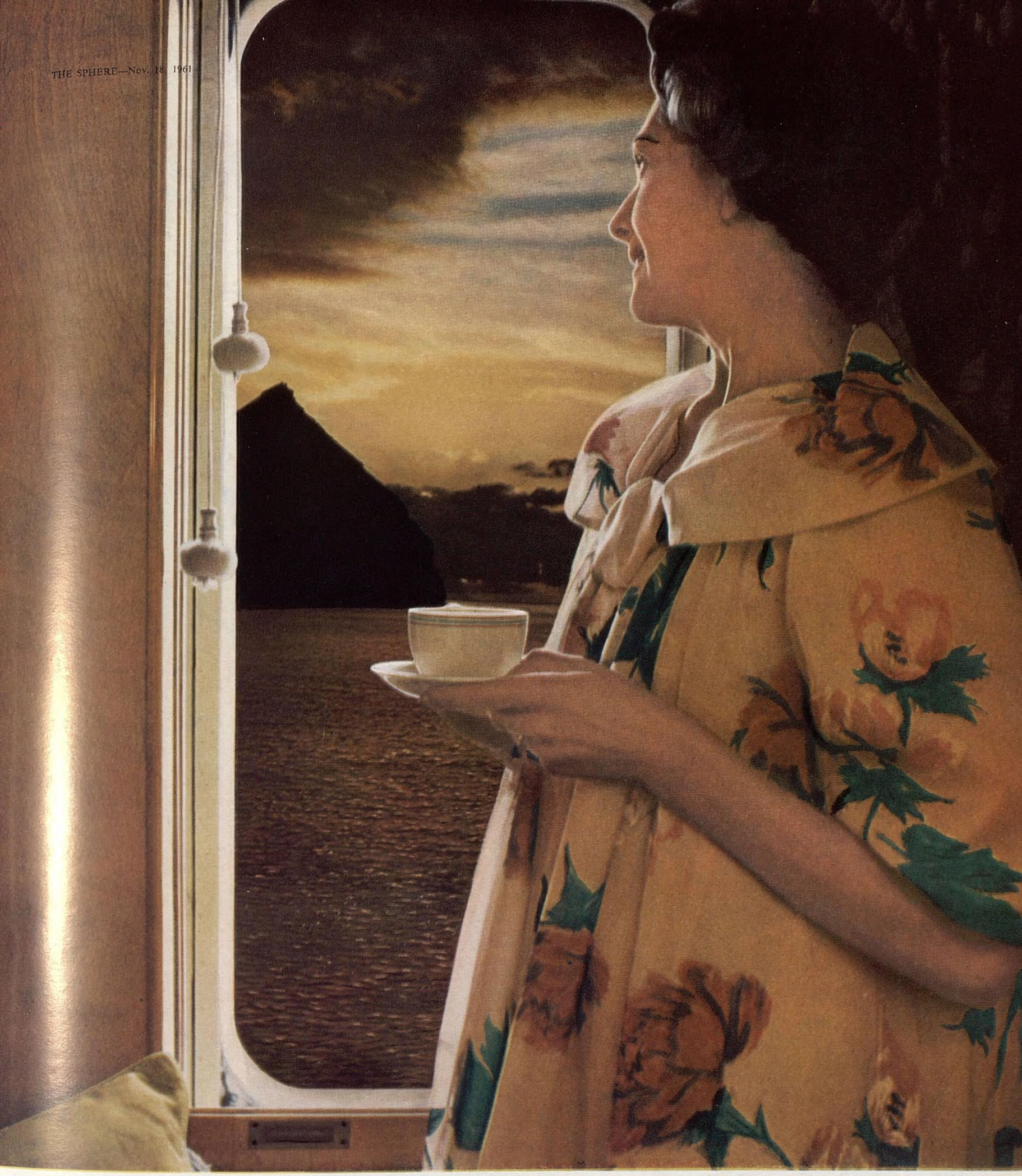

Golden Morning

The night before we'd been dancing into the small hours. That's quite something for an old married couple like us, and by rights I should have been dead to the world. But that particular morning I woke up feeling as fresh and relaxed as a baby—and as I opened my eyes I just *knew* something marvellously exciting was going to happen to me soon.

Then I realised why everything seemed a little different. The engines had stopped and the ship was still. When the steward brought me that wonderful cup of tea (you see why I loved the Arcadia ?) I asked him about it. "We're at Gibraltar, Madam," he said. When I heard that I simply *rushed* to take a look.

And there it was—a looming majestic rock sunning itself behind the morning mist. Our first port of call. The first milestone on the sealane to Sydney. And, all of a sudden, the sort of thrill I hadn't had since I was seventeen. Do you wonder I lost my heart to that happy, golden morning ?

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